

California High-Speed Rail Authority



RFP No.: HSR 13-57

**Request for Proposals for Design-Build
Services for Construction Package 2-3**

**Reference Material, Part B.3
PE4P Non-Standard and Complex Structure Plans**

The information contained in these plans supersede the design of the respective structural elements in the document titled "P13-57 - RM.B.01 - Preliminary Design Plans.pdf"

CALIFORNIA HIGH-SPEED TRAIN

Engineering Drawings

Preliminary Engineering for Procurement Record Set Submission **Fresno to Bakersfield** Sierra Subdivision Construction Package 2-3 Non-Standard and Complex Structure Plans

June 2014



RFP No.: 13-57 – Addendum No. 2 - 06/30/2014



HST STRUCTURES

DRAWING No	DRAWING DESCRIPTION	SHEET No
GE-A0030	STRUCTURES - INDEX OF SHEET (SHEET 1 OF 1)	
ST-J1023	HANFORD SUBSECTION - ALIGNMENT H - CONEJO VIADUCT - PLAN AND ELEVATION	
ST-J1024	HANFORD SUBSECTION - ALIGNMENT H - CONEJO VIADUCT - PLAN AND ELEVATION	
ST-J1028	HANFORD SUBSECTION - ALIGNMENT H - CONEJO VIADUCT - TYPICAL SECTIONS	
ST-J1037	HANFORD SUBSECTION - ALIGNMENT H - KINGS RIVER VIADUCT - PLAN AND ELEVATION	
ST-J1044	HANFORD SUBSECTION - ALIGNMENT H - KINGS RIVER VIADUCT - PLAN AND ELEVATION	
ST-J1045	HANFORD SUBSECTION - ALIGNMENT H - KINGS RIVER VIADUCT - PLAN AND ELEVATION	
ST-J1048	HANFORD SUBSECTION - ALIGNMENT H - KINGS RIVER VIADUCT - TYPICAL SECTIONS	
ST-J1050	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - KEY MAP	
ST-J1051	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1052	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1053	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1054	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1055	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1056	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1057	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1058	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1059	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1060	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1061	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - PLAN AND ELEVATION	
ST-J1062	HANFORD SUBSECTION - ALIGNMENT H - HANFORD VIADUCT - TYPICAL SECTIONS	
ST-J1067	KAWEAH SUBSECTION - ALIGNMENT K4 - STATE ROUTE 43 UNDERPASS - TYPICAL SECTIONS	
ST-J1080	KAWEAH SUBSECTION - ALIGNMENT K4 - CROSS CREEK VIADUCT - PLAN AND ELEVATION	
ST-J1083	KAWEAH SUBSECTION - ALIGNMENT K4 - CROSS CREEK VIADUCT - TYPICAL SECTIONS	
ST-J1094	CORCORAN BYPASS SUBSECTION - ALIGNMENT C2 - STATE ROUTE 43 BNSF VIADUCT - PLAN AND ELEVATION	
ST-J1095	CORCORAN BYPASS SUBSECTION - ALIGNMENT C2 - STATE ROUTE 43 BNSF VIADUCT - PLAN AND ELEVATION	
ST-J2002	CORCORAN BYPASS SUBSECTION - ALIGNMENT C2 - STATE ROUTE 43 BNSF VIADUCT - TYPICAL SECTIONS	
ST-J5001	BOX CULVERT - TYPICAL DETAILS - SHEET 1	
ST-J5002	BOX CULVERT - TYPICAL DETAILS - SHEET 2	
ST-J5010	RETAINED EMBANKMENT - TYPICAL RETAINING WALL	
ST-J5022	PACKAGE 2-3 - 210'-0" STEEL TRUSS - SECTIONS AND LAYOUT - GENERAL ARRANGEMENT	
ST-J5023	PACKAGE 2-3 - 210'-0" STEEL TRUSS - DETAILS	
ST-J5024	PACKAGE 2-3 - 280'-0" STEEL TRUSS - SECTIONS AND LAYOUT - GENERAL ARRANGEMENT	
ST-J5025	PACKAGE 2-3 - 280'-0" STEEL TRUSS - DETAILS	
ST-J5032	PACKAGE 2-3 - 315'-0" STEEL TRUSS - SECTIONS AND LAYOUT - GENERAL ARRANGEMENT	
ST-J5033	PACKAGE 2-3 - 315'-0" STEEL TRUSS - DETAILS	
ST-J5034	PACKAGE 2-3 - 350'-0" STEEL TRUSS - SECTIONS AND LAYOUT - GENERAL ARRANGEMENT	
ST-J5035	PACKAGE 2-3 - 350'-0" STEEL TRUSS - DETAILS	
ST-J5051	PACKAGE 2-3 - ELEVATED SLAB STRUCTURE - SECTIONS AND LAYOUT - GENERAL ARRANGEMENT	
ST-J5054	PACKAGE 2-3 - ELEVATED SLAB STRUCTURE - TYPICAL SECTIONS AND LAYOUT - GENERAL ARRANGEMENT	
ST-J5058	PACKAGE 2-3 - ELEVATED SLAB STRUCTURE - TYPICAL SECTIONS AND LAYOUT - GENERAL ARRANGEMENT	

\$FILE \$
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DESIGNED BY P. TONKIN
DRAWN BY J. VALENZUELA
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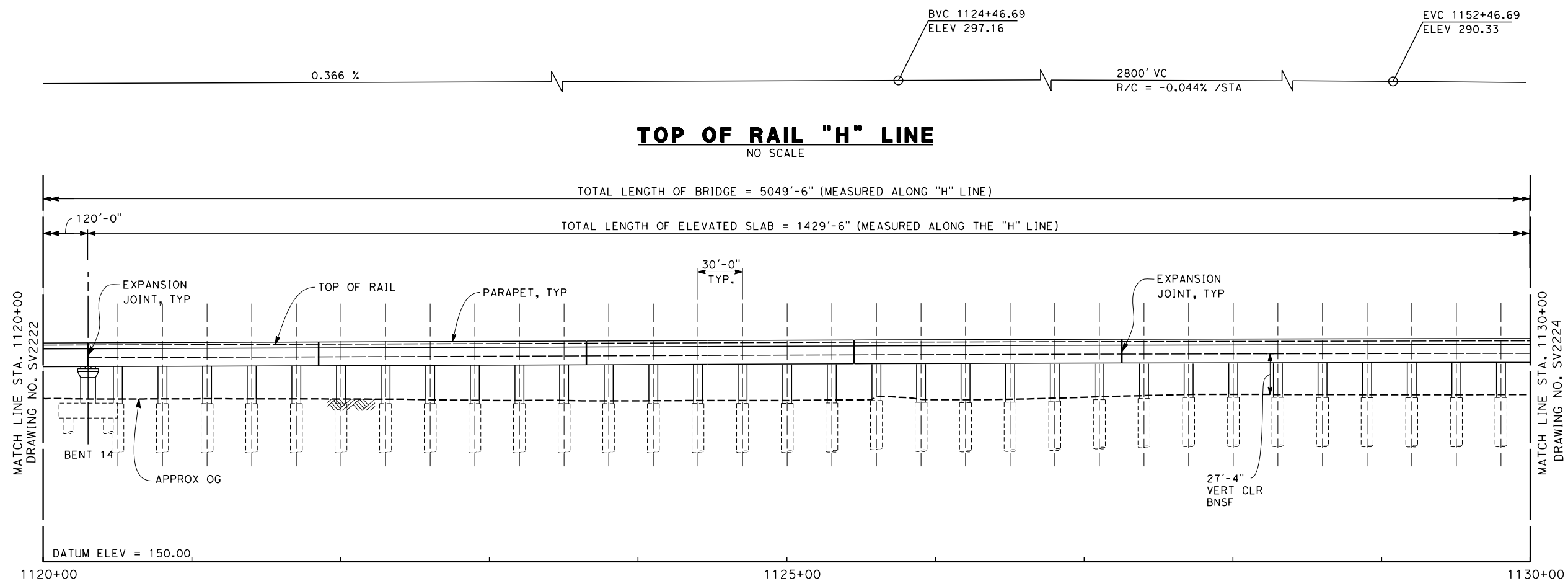
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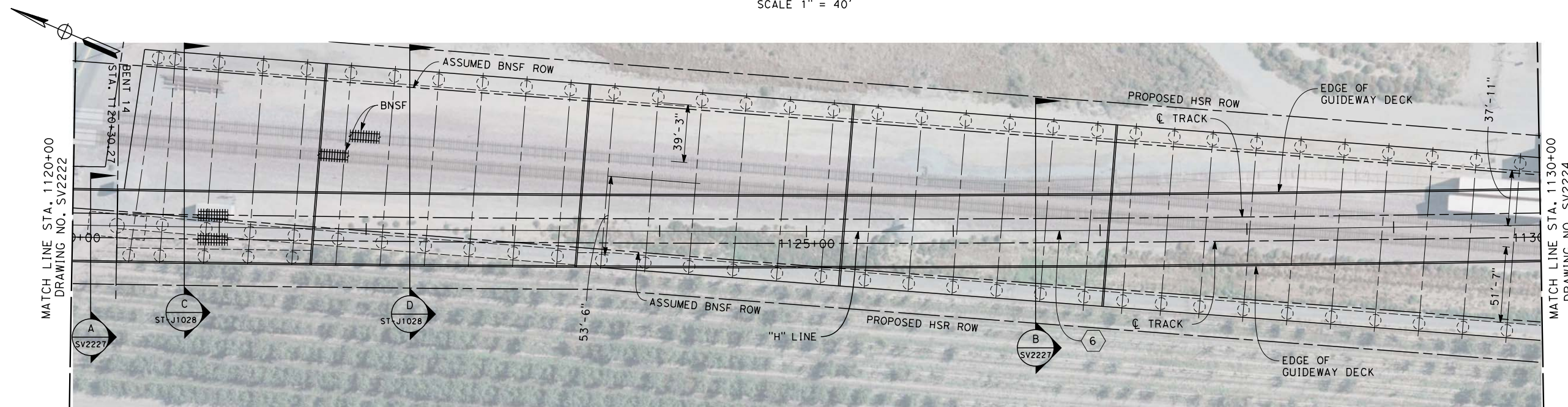


CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD
HST STRUCTURES
INDEX OF SHEETS

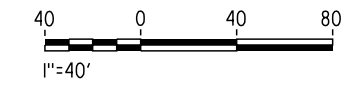
CONTRACT NO. HSR 06-0003
DRAWING NO. GE-A0030
SCALE NO SCALE
SHEET NO.



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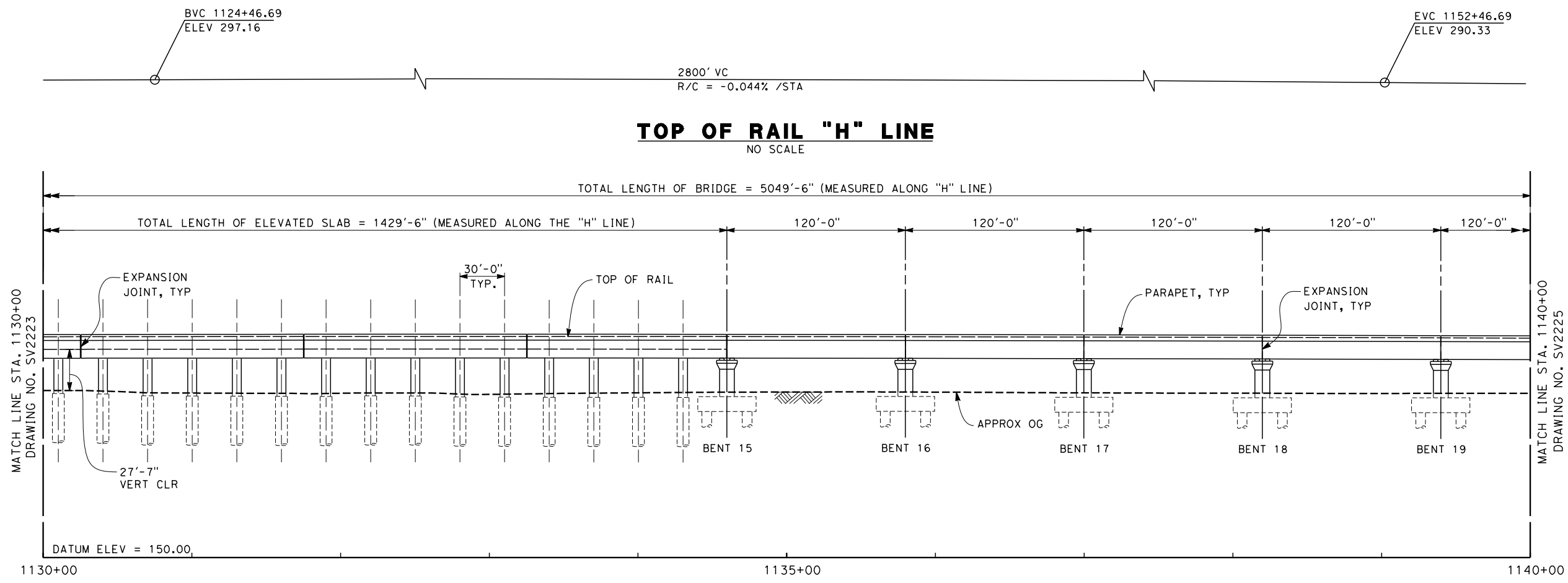


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- ② RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".
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Δ = 37° 42' 29.3"
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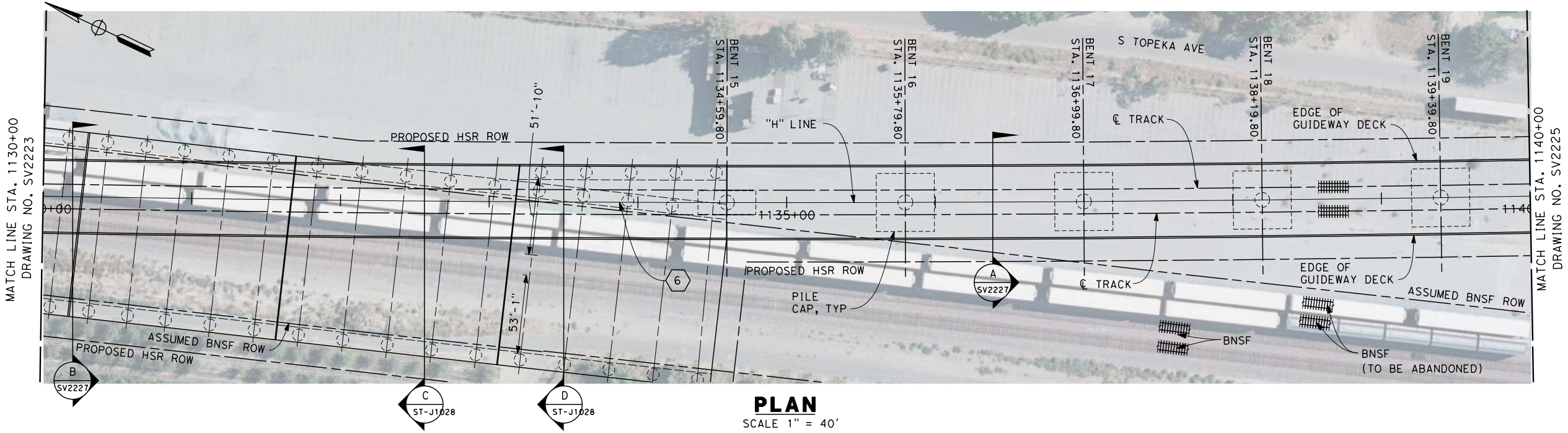


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ELEVATION
SCALE 1" = 40'



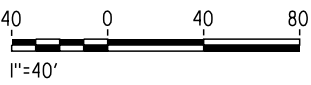
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CURVE DATA

⑥

R = 29000.00'
Δ = 37° 42' 29.3"
T = 9903.0'
L = 19085.8'



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
Y. REN

DRAWN BY
F. PALERMO

CHECKED BY
O. LIU

IN CHARGE
R. COFFIN

DATE
05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

HANFORD SUBSECTION
ALIGNMENT H
CONEJO VIADUCT
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003

DRAWING NO.
ST-J1024

SCALE
AS SHOWN

SHEET NO.

\$FILE \$

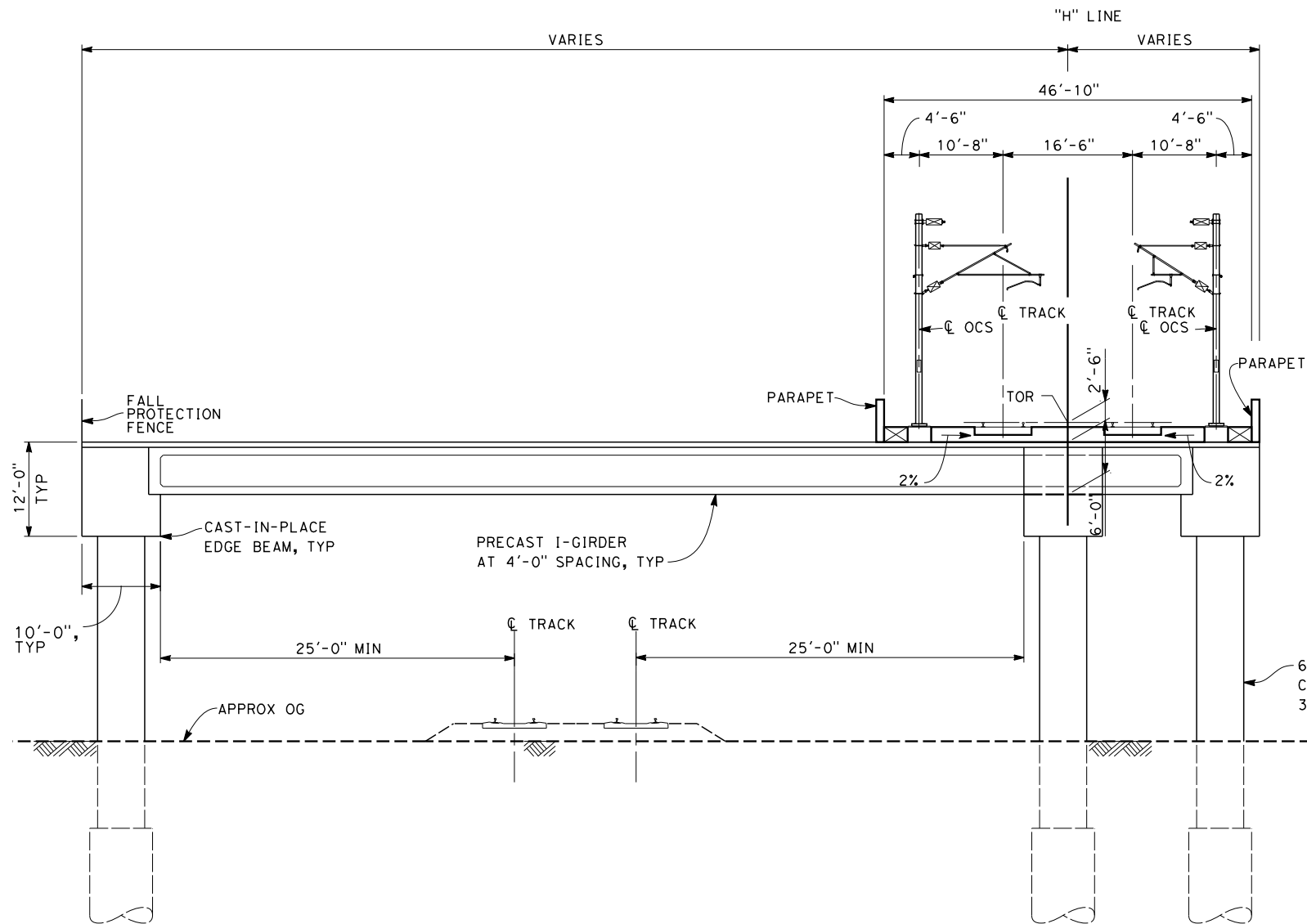
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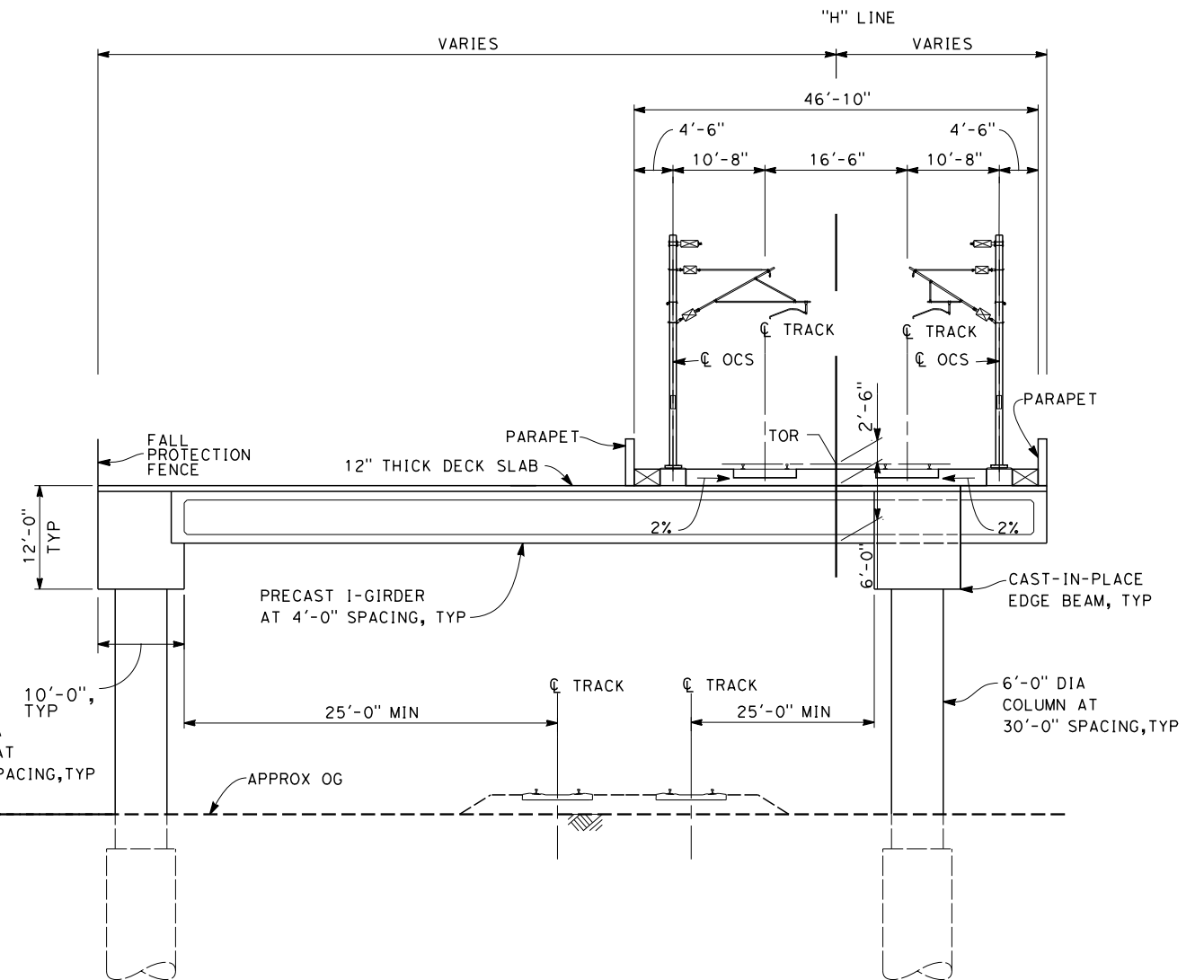
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SECTION C

SCALE: 1" = 10'

STA 1120+30 THROUGH 1121+65
STA 1133+20 THROUGH 1134+60



SECTION D

SCALE: 1" = 10'

STA 1121+65 THROUGH 1123+50
STA 1132+10 THROUGH 1133+20



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LIU
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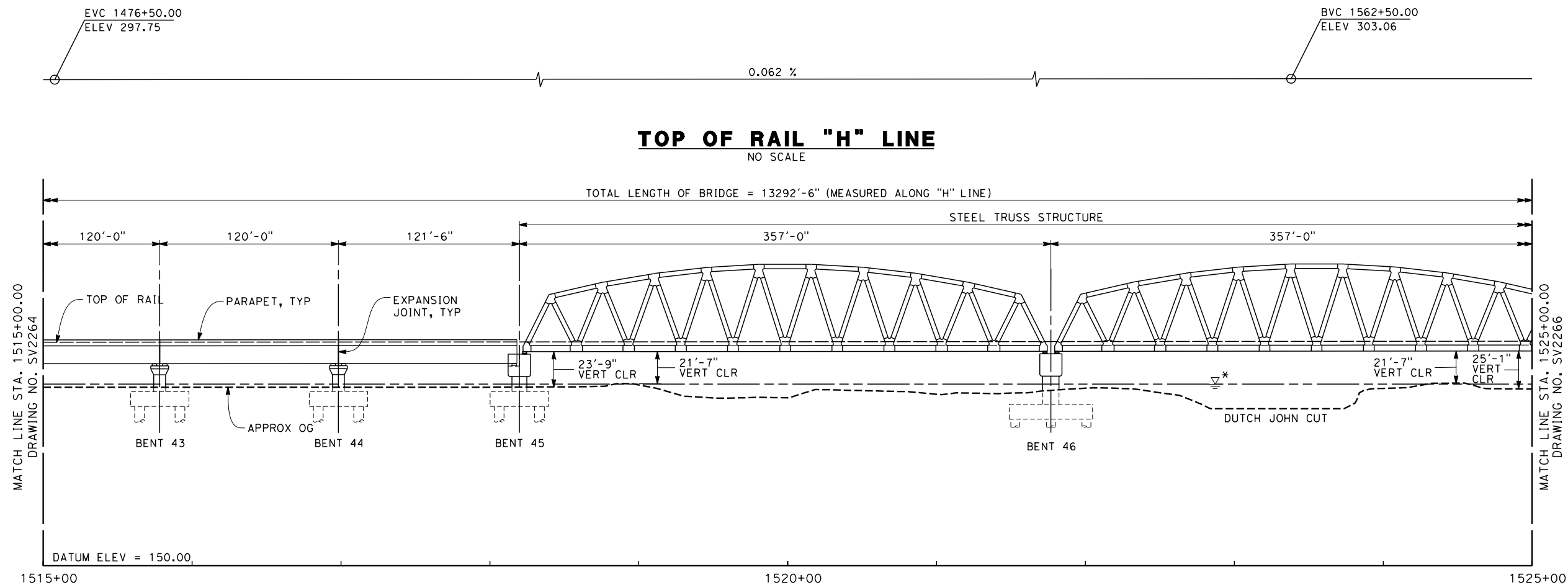
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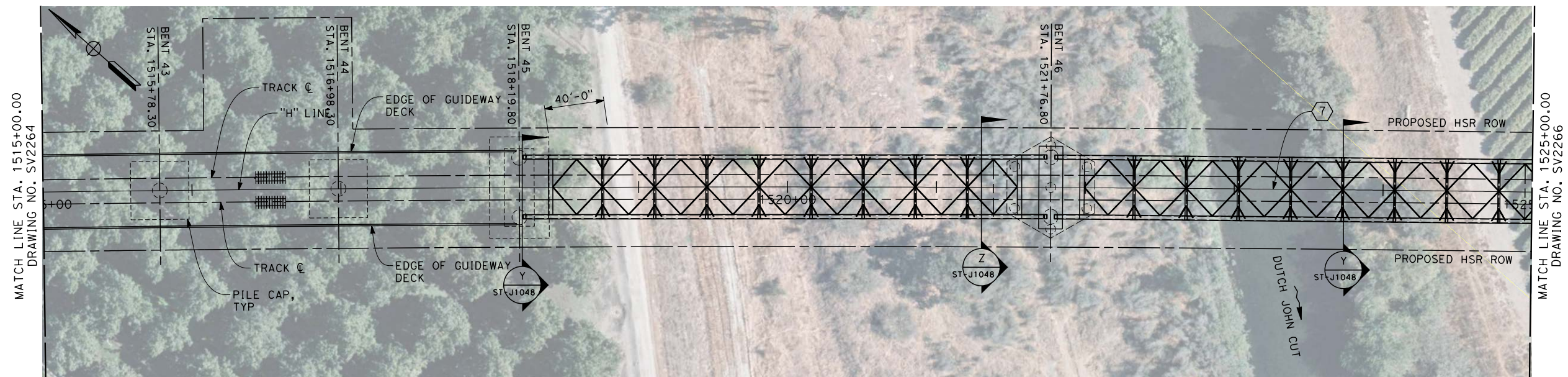
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

HANFORD SUBSECTION
ALIGNMENT H
CONEJO VIADUCT
TYPICAL SECTIONS

CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1028
SCALE AS SHOWN
SHEET NO.



ELEVATION
SCALE 1" = 40'



PLAN
SCALE 1" = 40'

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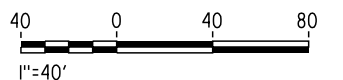
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CURVE DATA

7

R = 36500.00'
 Δ = 58° 05' 38.8"
T = 20271.5'
L = 37008.6'



\$USER\$	\$DATE\$	\$TIME\$	\$PLTDRVS\$	\$FILE\$
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REV	DATE	BY	CHK	APP	DESCRIPTION

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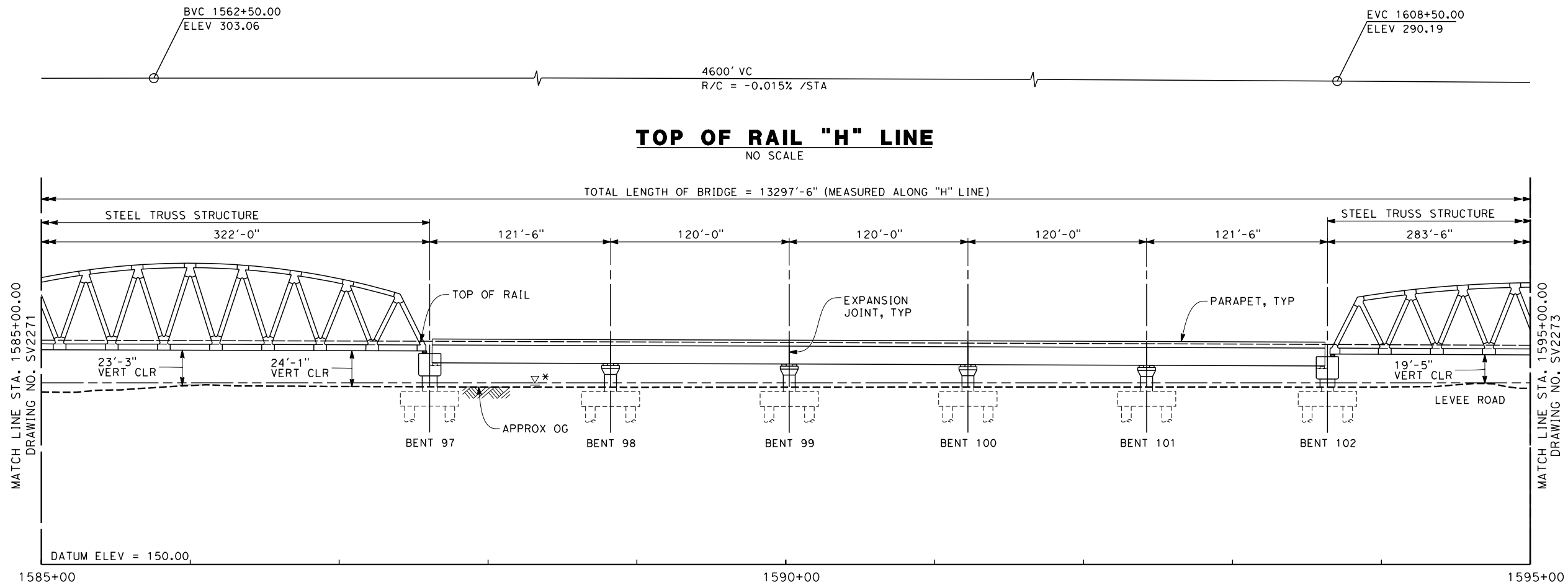
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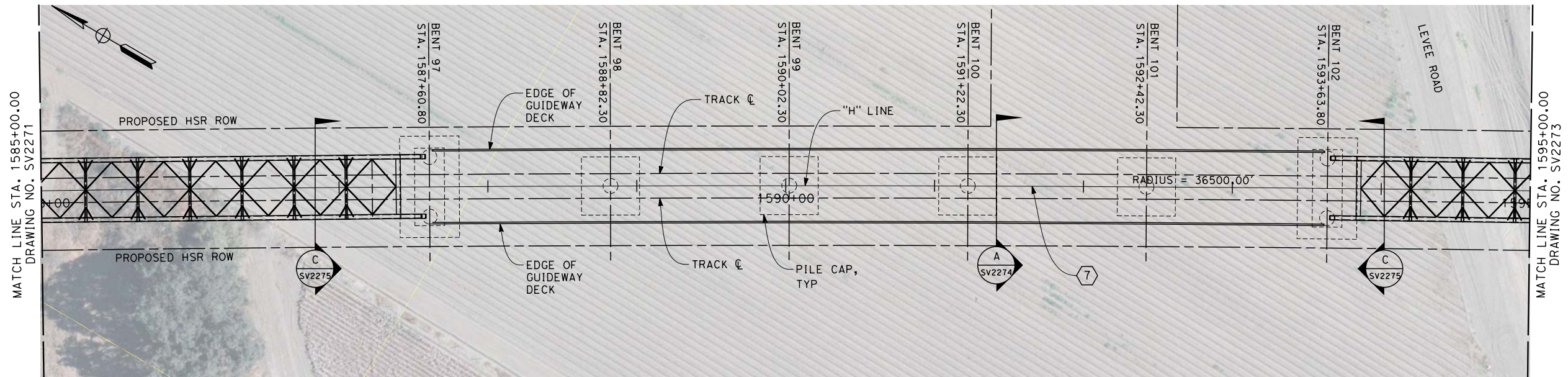
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**
HANFORD SUBSECTION
ALIGNMENT H
KINGS RIVER VIADUCT
PLAN AND ELEVATION

CONTRACT NO.	HSR 06-0003
DRAWING NO.	ST-J1037
SCALE	AS SHOWN
SHEET NO.	

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ELEVATION
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PLAN
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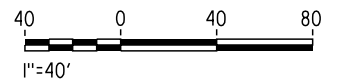
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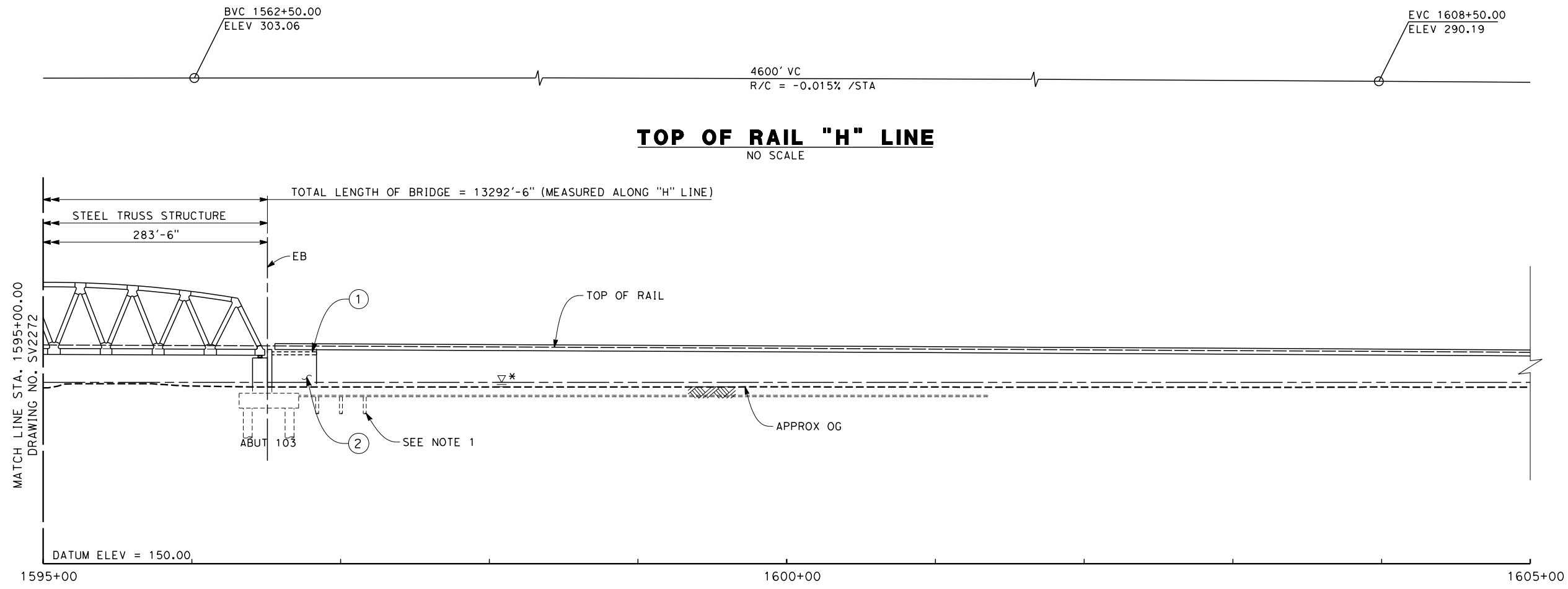
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**NOT FOR
CONSTRUCTION**

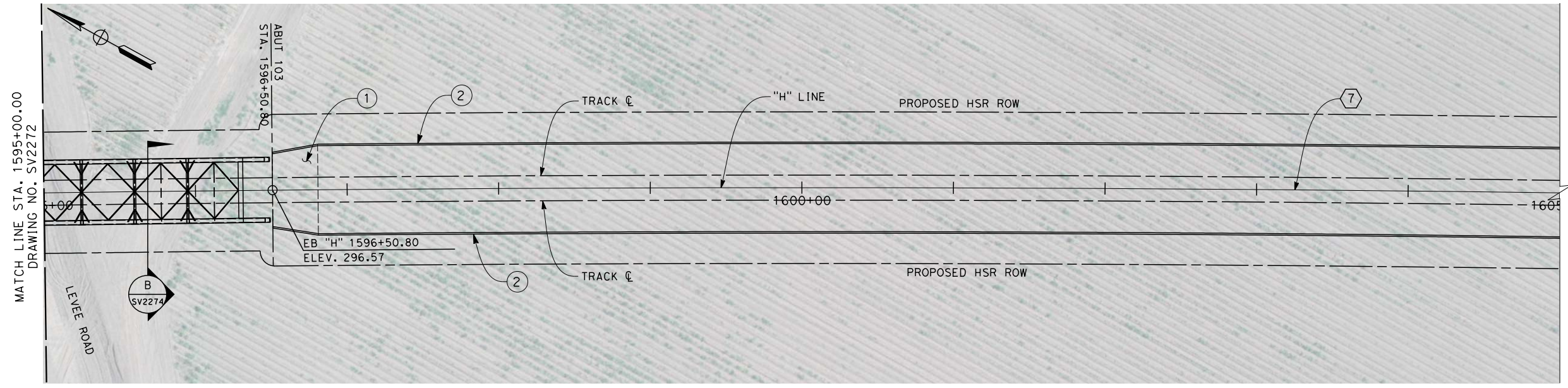


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD HANFORD SUBSECTION ALIGNMENT H KINGS RIVER VIADUCT PLAN AND ELEVATION	CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1044	SCALE AS SHOWN
SHEET NO.	

\$FILE \$
\$PLTDRVS \$
\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$



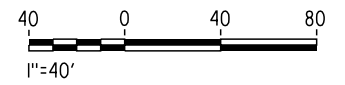
ELEVATION
SCALE 1" = 40'



PLAN
SCALE 1" = 40'

- NOTES**
1. NOT ALL PILES SHOWN
 2. PILE LENGTH TO BE DETERMINED
 3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
STEEL TRUSS - INSITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND INSITU SLAB
 4. UTILITY LOCATIONS TO BE DETERMINED
 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

- LEGEND:**
- ① STRUCTURE APPROACH SLAB
 - ② RETAINING WALL
 - * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".
- CURVE DATA**
- ⑦
- R = 36500.00'
Δ = 58° 05' 38.8"
T = 20271.5'
L = 37008.6'



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
Y. REN
DRAWN BY
F. PALERMO
CHECKED BY
O. LIU
IN CHARGE
R. COFFIN
DATE
05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

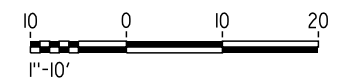
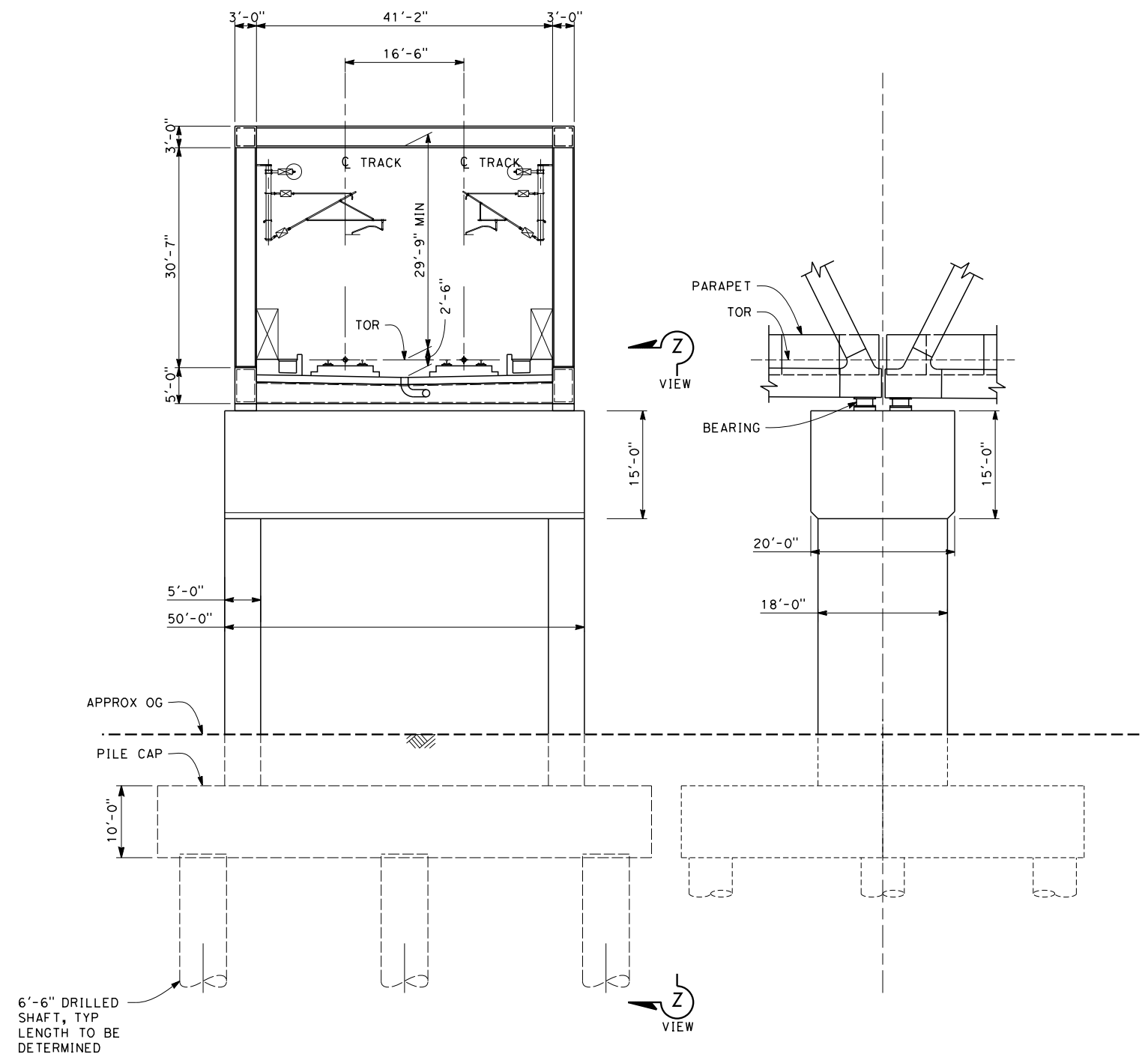
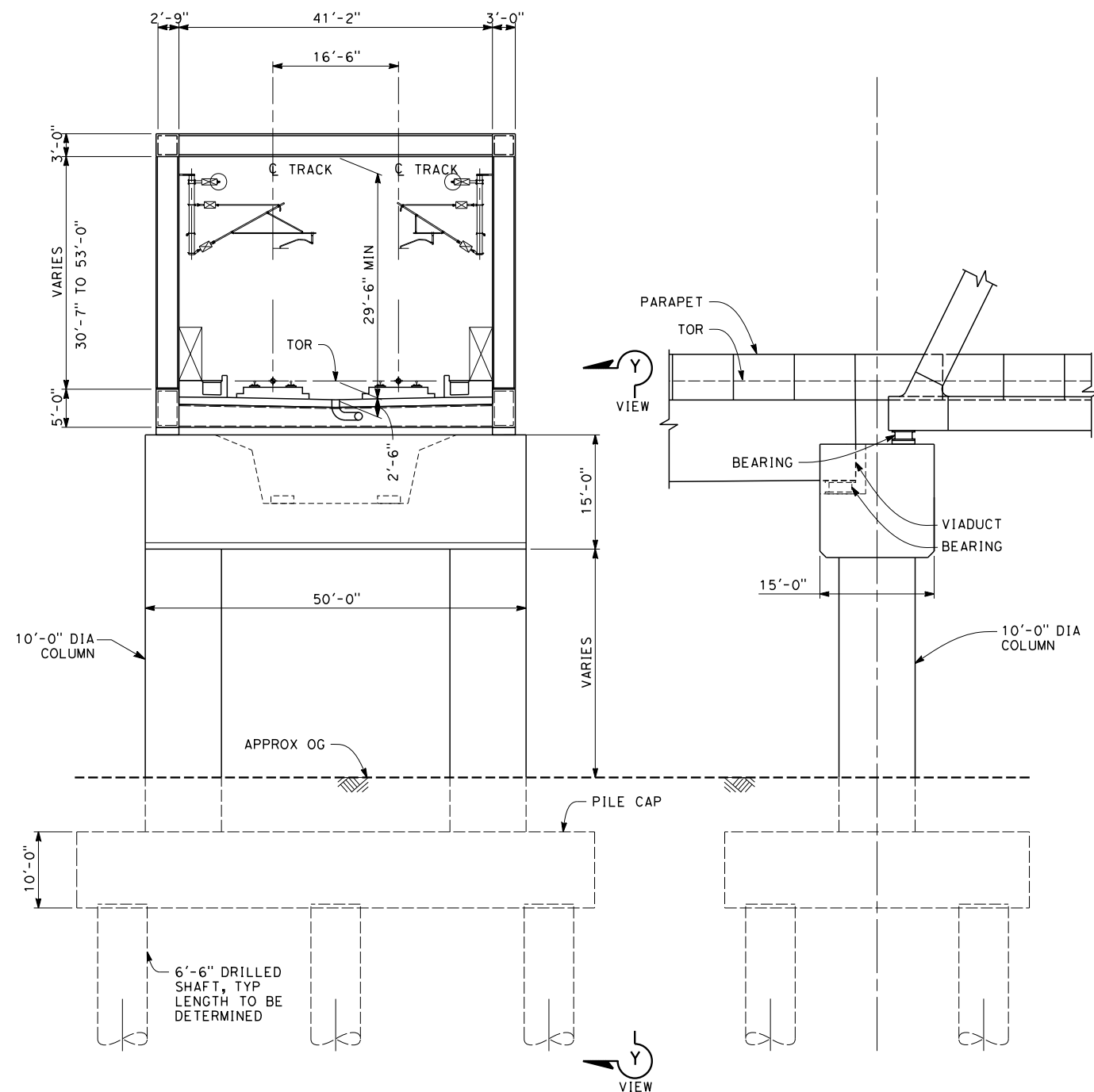
**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

HANFORD SUBSECTION
ALIGNMENT H
KINGS RIVER VIADUCT
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
ST-J1045
SCALE
AS SHOWN
SHEET NO.



	REV	DATE	BY	CHK	APP	DESCRIPTION
\$DATE\$						
\$USER\$						

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**
HANFORD SUBSECTION
ALIGNMENT H
KINGS RIVER VIADUCT
TYPICAL SECTIONS

CONTRACT NO.	HSR 06-0003
DRAWING NO.	ST-J1048
SCALE	AS SHOWN
SHEET NO.	

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\$PLTDRVS\$

\$PENTBLS\$

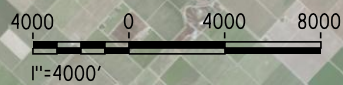
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LEGEND

EXISTING FREIGHT RAILROAD

PROPOSED CHST



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
M. FISHER

DRAWN BY
F. PALERMO

CHECKED BY
A. ARMSTRONG

IN CHARGE
R. COFFIN

DATE
05/30/14

PROPOSED
PRELIMINARY
DESIGN

NOT FOR
CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD

HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
KEY MAP

CONTRACT NO.
HSR 06-0003

DRAWING NO.
ST-J1050

SCALE
AS SHOWN

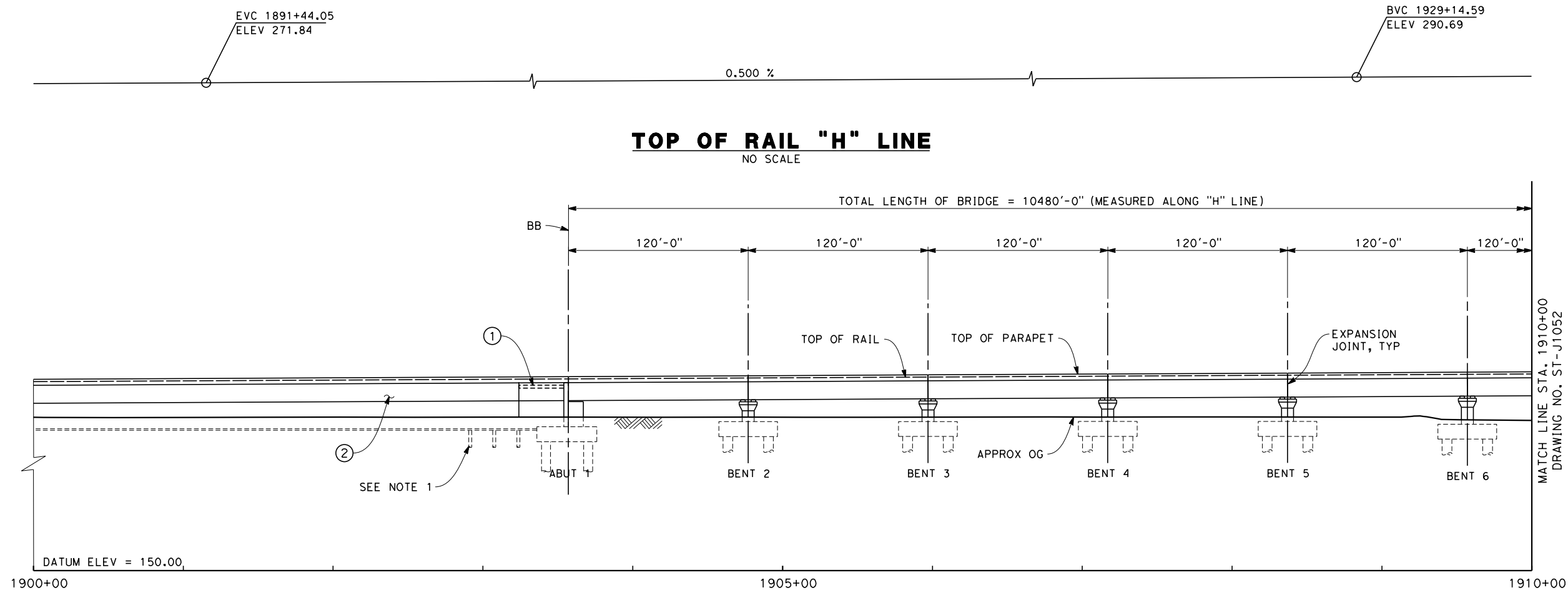
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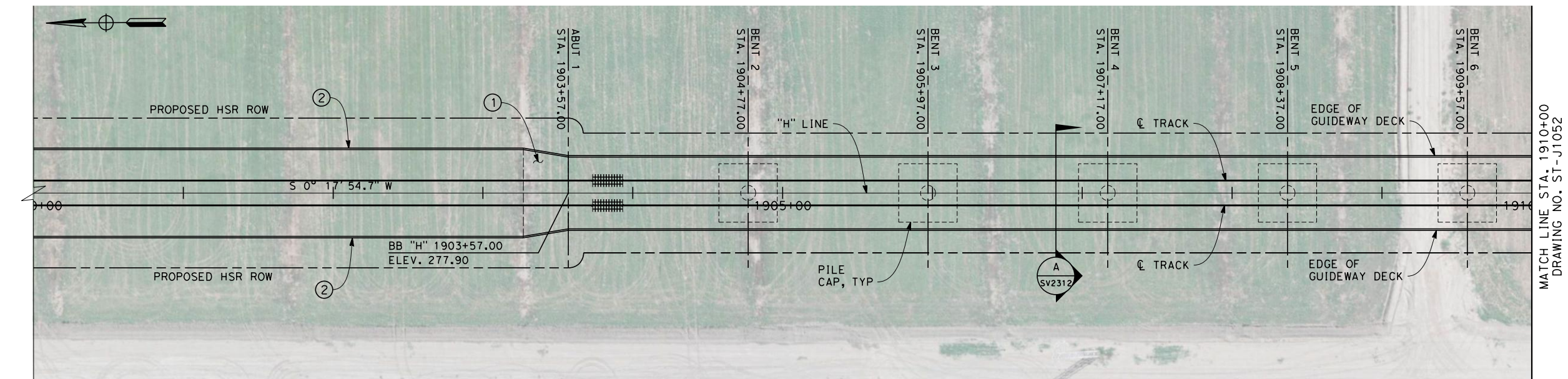
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\$PENTBLS\$

frank.palermo 6/2/2014 3:20:18 PM



ELEVATION
SCALE 1" = 40'



PLAN
SCALE 1" = 40'

NOTES

1. NOT ALL PILES SHOWN
2. PILE LENGTH TO BE DETERMINED
3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
STEEL TRUSS - IN-SITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND IN-SITU SLAB
4. UTILITY LOCATIONS TO BE DETERMINED
5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.
6. "NO JOINT ZONE" DELINEATES THE AREA OF THE SUPERSTRUCTURE THAT SPANS LESS THAN THE PERMITTED DISTANCE FROM THE POINT OF SWITCH WHERE STRUCTURE JOINTS ARE PERMITTED

LEGEND:

- ① STRUCTURE APPROACH SLAB
- ② RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

PROPOSED PRELIMINARY DESIGN
NOT FOR CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD
HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
PLAN AND ELEVATION

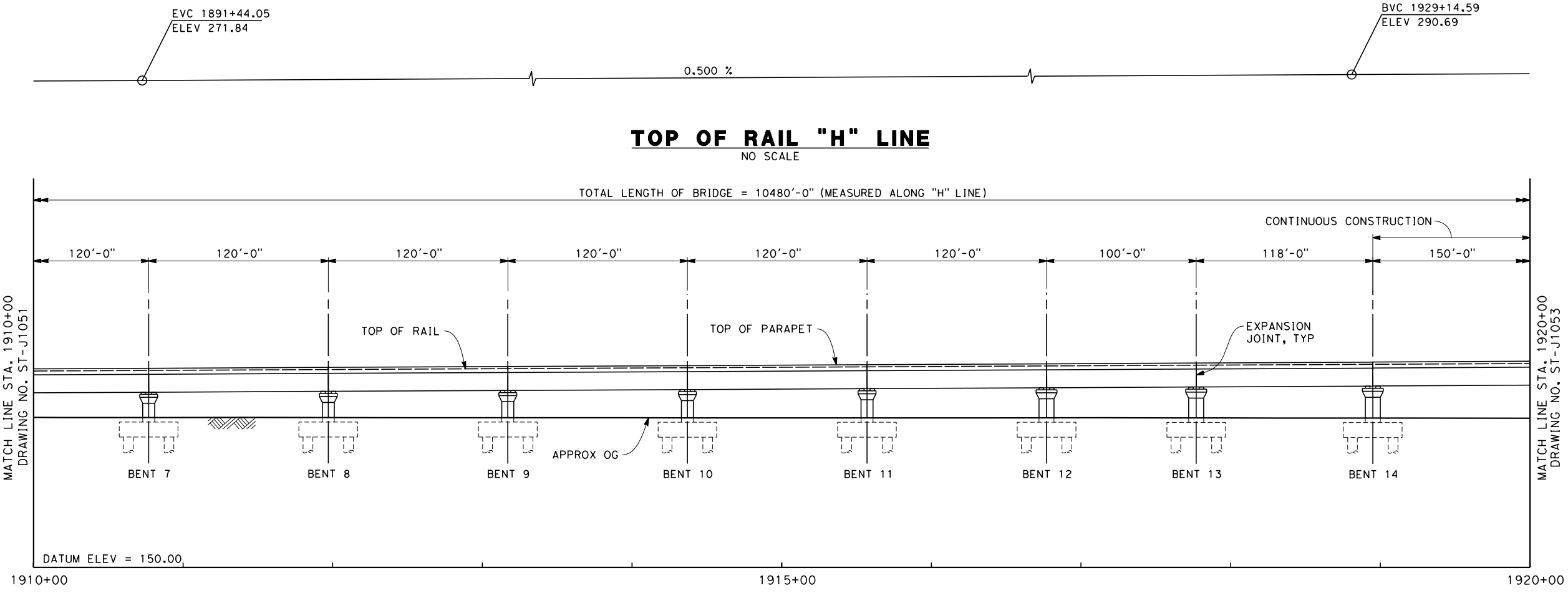
CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1051
SCALE AS SHOWN
SHEET NO.

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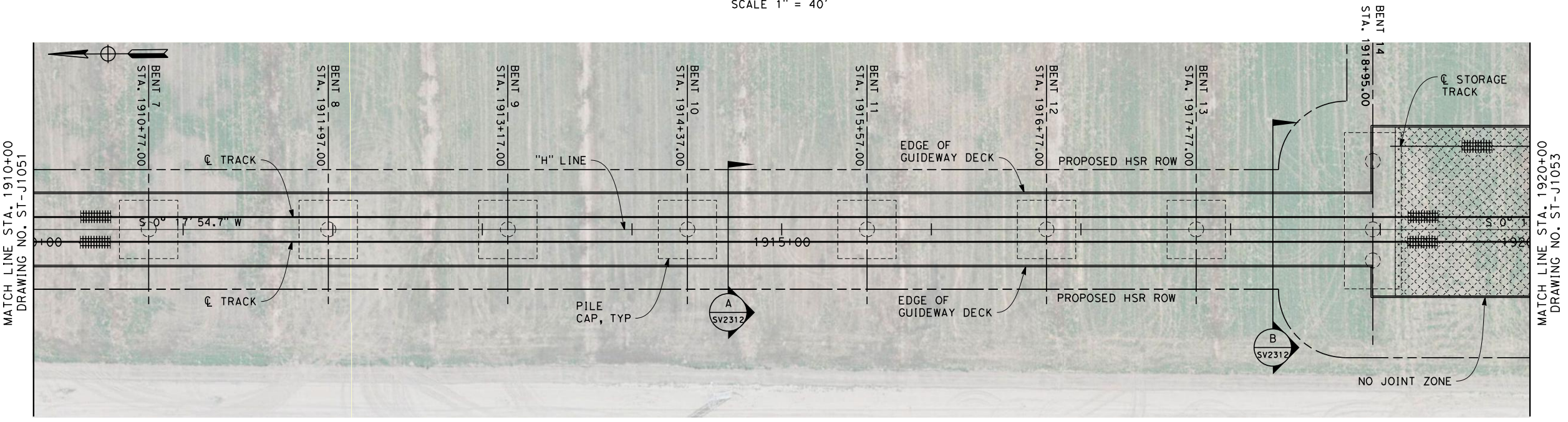
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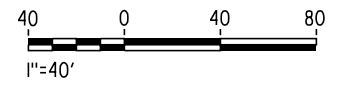
ELEVATION
SCALE 1" = 40'



PLAN
SCALE 1" = 40'

- NOTES**
1. NOT ALL PILES SHOWN
 2. PILE LENGTH TO BE DETERMINED
 3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
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- LEGEND:**
- ① STRUCTURE APPROACH SLAB
 - ② RETAINING WALL
 - * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".
 - NO JOINT ZONE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
M. FISHER

DRAWN BY
F. PALERMO

CHECKED BY
A. ARMSTRONG

IN CHARGE
R. COFFIN

DATE
05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003

DRAWING NO.
ST-J1052

SCALE
AS SHOWN

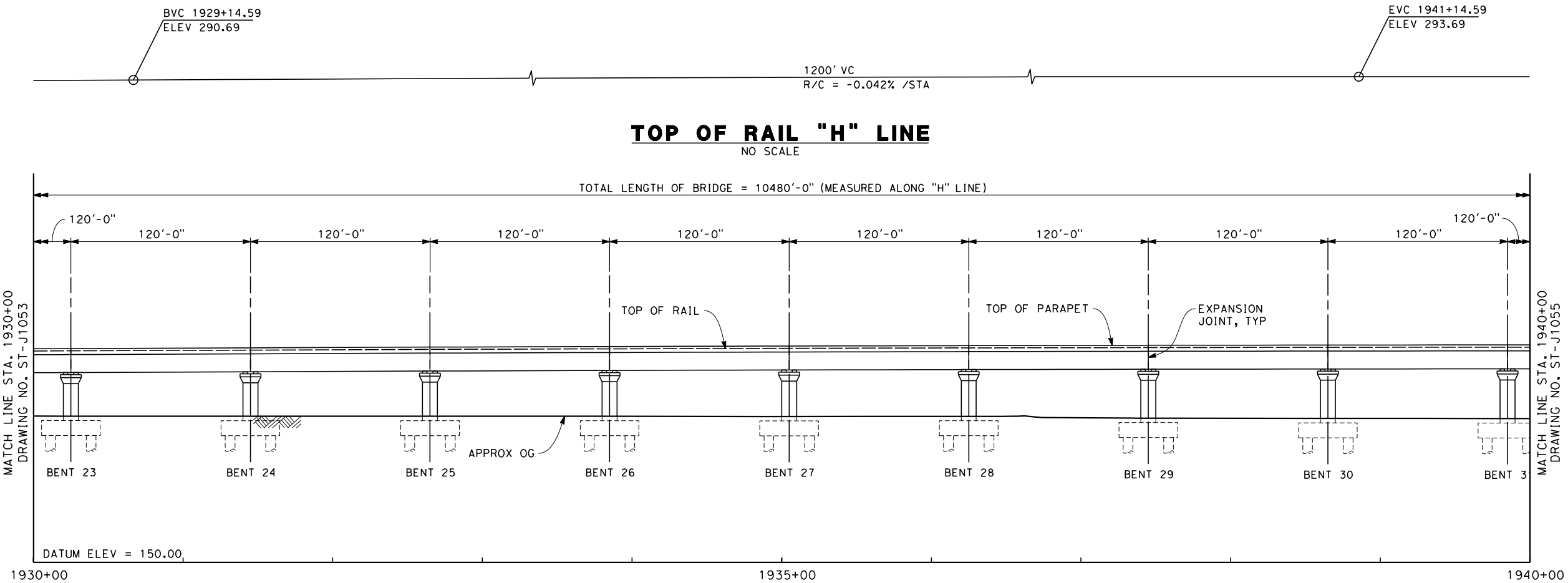
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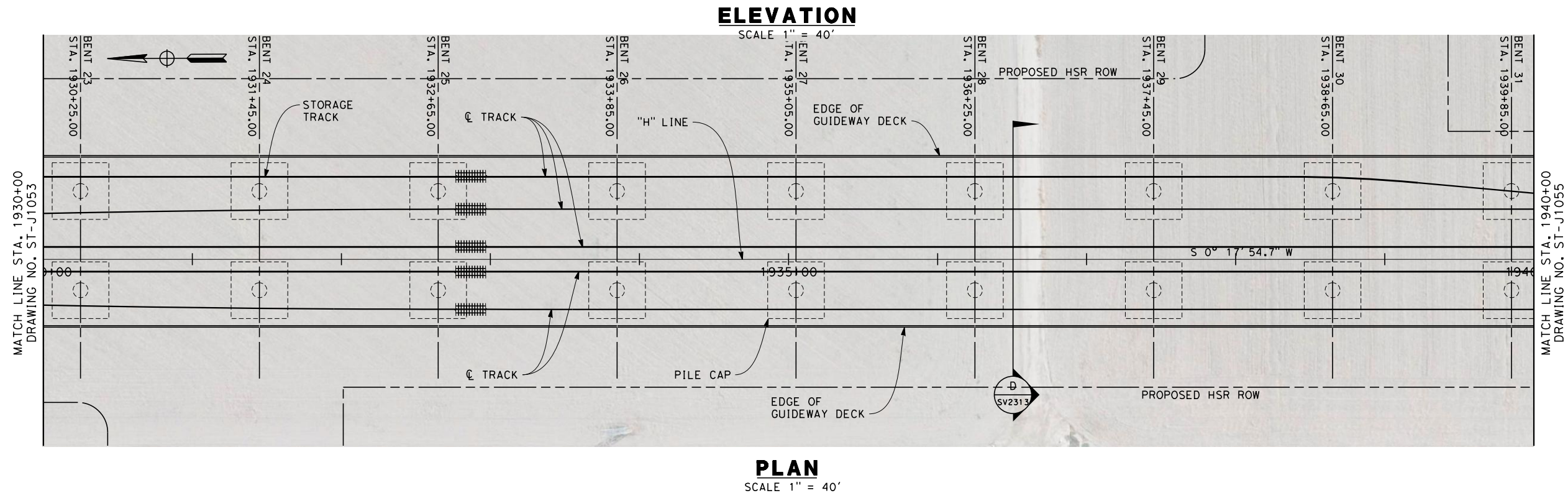
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NOTES

1. NOT ALL PILES SHOWN
2. PILE LENGTH TO BE DETERMINED
3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST
IN-SITU
STEEL TRUSS - IN-SITU, SLID
OR LAUNCHED
ELEVATED SLABS - PC BEAM AND
IN-SITU SLAB
4. UTILITY LOCATIONS TO BE DETERMINED
5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.
6. "NO JOINT ZONE" DELINEATES THE AREA OF THE SUPERSTRUCTURE THAT SPANS LESS THAN THE PERMITTED DISTANCE FROM THE POINT OF SWITCH WHERE STRUCTURE JOINTS ARE PERMITTED



LEGEND:

- ① STRUCTURE APPROACH SLAB
- ② RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

PROPOSED PRELIMINARY DESIGN
NOT FOR CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD
HANFORD SUBSECTION ALIGNMENT H HANFORD VIADUCT PLAN AND ELEVATION

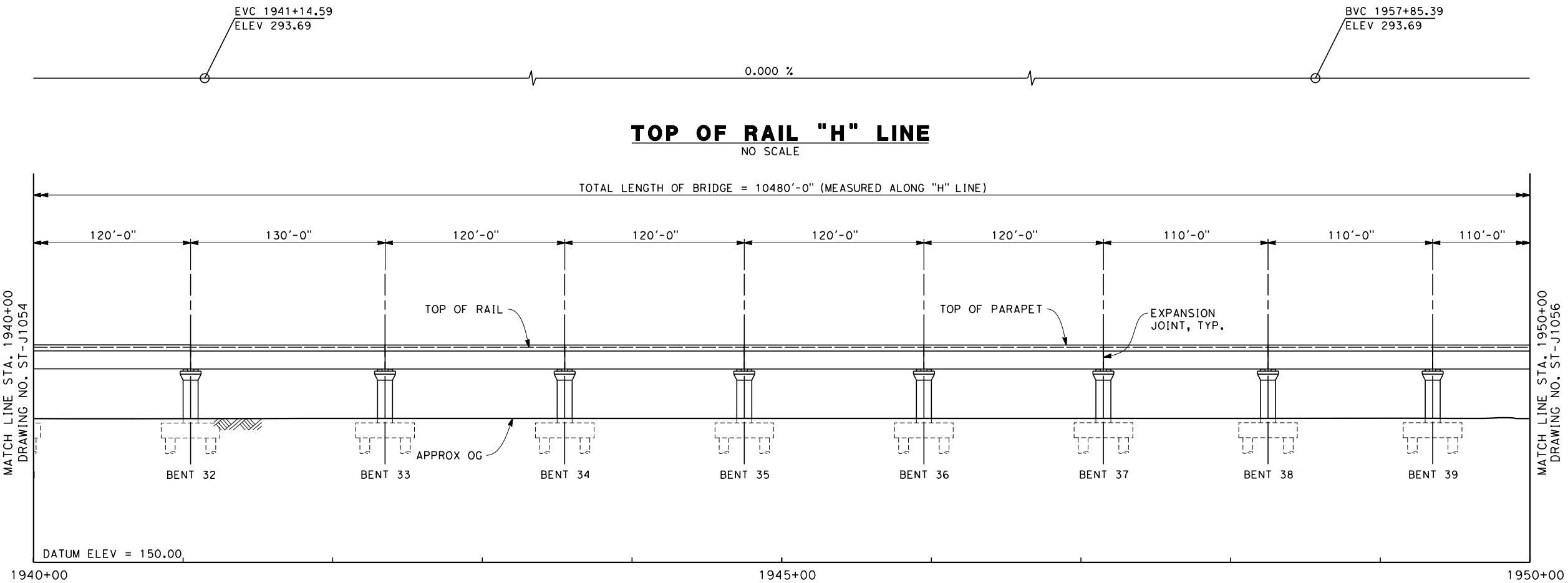
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DRAWING NO. ST-J1054
SCALE AS SHOWN
SHEET NO.

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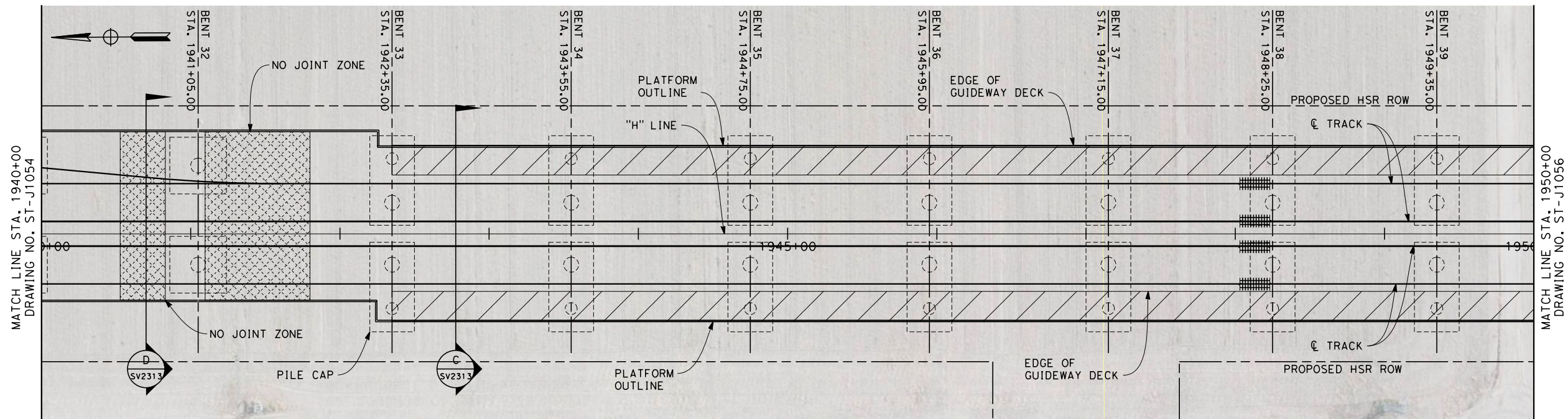
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\$PENTBLS\$

frank.palermo 6/2/2014 3:22:44 PM



ELEVATION
SCALE 1" = 40'



PLAN
SCALE 1" = 40'

NOTES

1. NOT ALL PILES SHOWN
2. PILE LENGTH TO BE DETERMINED
3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST
IN-SITU
STEEL TRUSS - IN-SITU, SLID
OR LAUNCHED
ELEVATED SLABS - PC BEAM AND
IN-SITU SLAB
4. UTILITY LOCATIONS TO BE DETERMINED
5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.
6. "NO JOINT ZONE" DELINEATES THE AREA OF THE SUPERSTRUCTURE THAT SPANS LESS THAN THE PERMITTED DISTANCE FROM THE POINT OF SWITCH WHERE STRUCTURE JOINTS ARE PERMITTED

LEGEND:

- ① STRUCTURE APPROACH SLAB
- ② RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".
- NO JOINT ZONE
- PLATFORM OUTLINE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



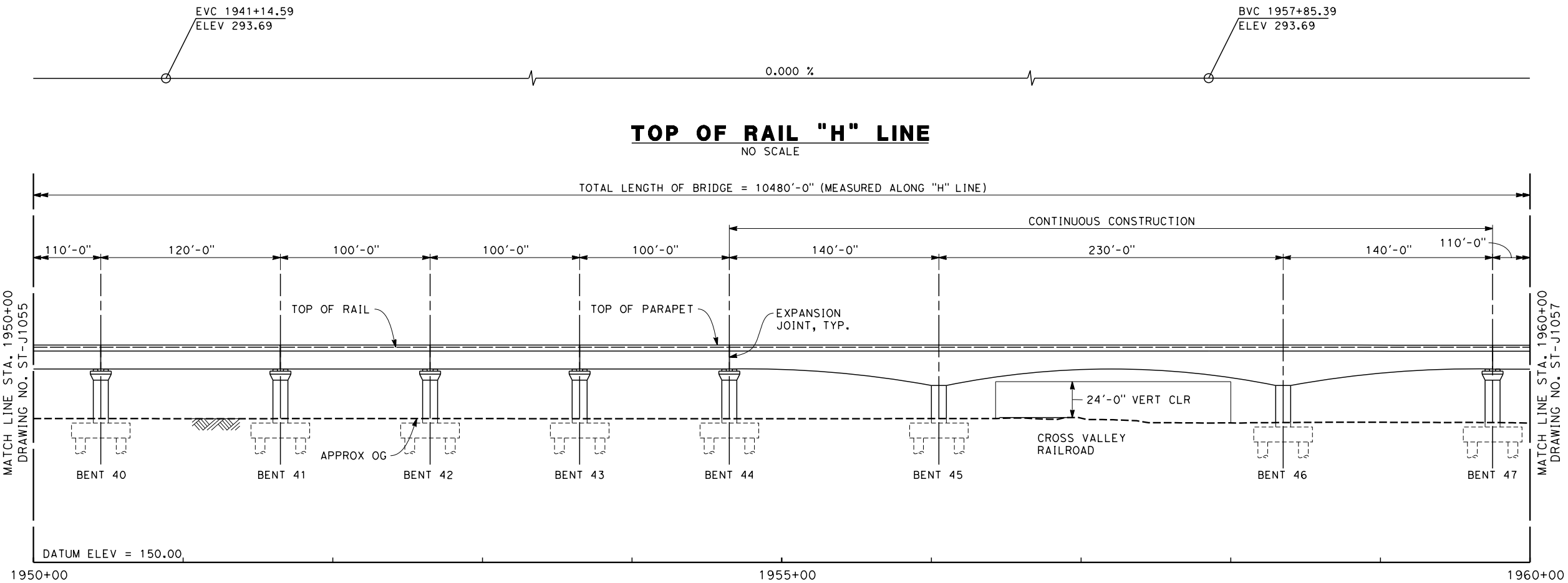
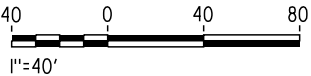
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
PLAN AND ELEVATION

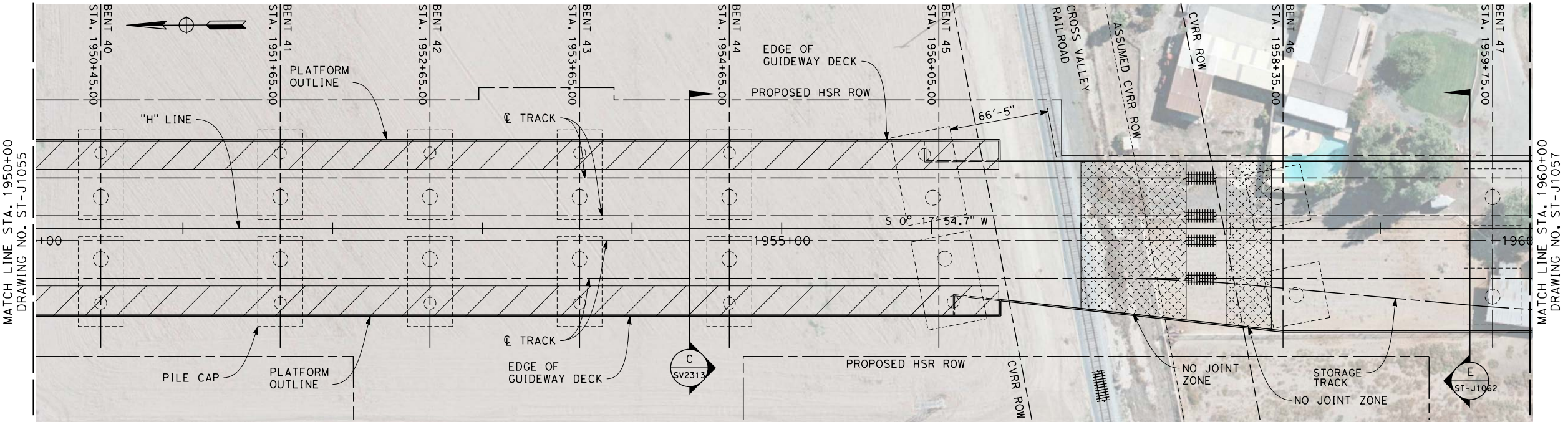
CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1055
SCALE AS SHOWN
SHEET NO.

- NOTES**
1. NOT ALL PILES SHOWN
 2. PILE LENGTH TO BE DETERMINED
 3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
STEEL TRUSS - IN-SITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND IN-SITU SLAB
 4. UTILITY LOCATIONS TO BE DETERMINED
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 6. "NO JOINT ZONE" DELINEATES THE AREA OF THE SUPERSTRUCTURE THAT SPANS LESS THAN THE PERMITTED DISTANCE FROM THE POINT OF SWITCH WHERE STRUCTURE JOINTS ARE PERMITTED

- LEGEND:**
- ① STRUCTURE APPROACH SLAB
 - ② RETAINING WALL
 - * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".
 - NO JOINT ZONE
 - PLATFORM OUTLINE



ELEVATION
SCALE 1" = 40'



PLAN
SCALE 1" = 40'

\$FILE \$
\$PLTDRVS \$
\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LIU
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**

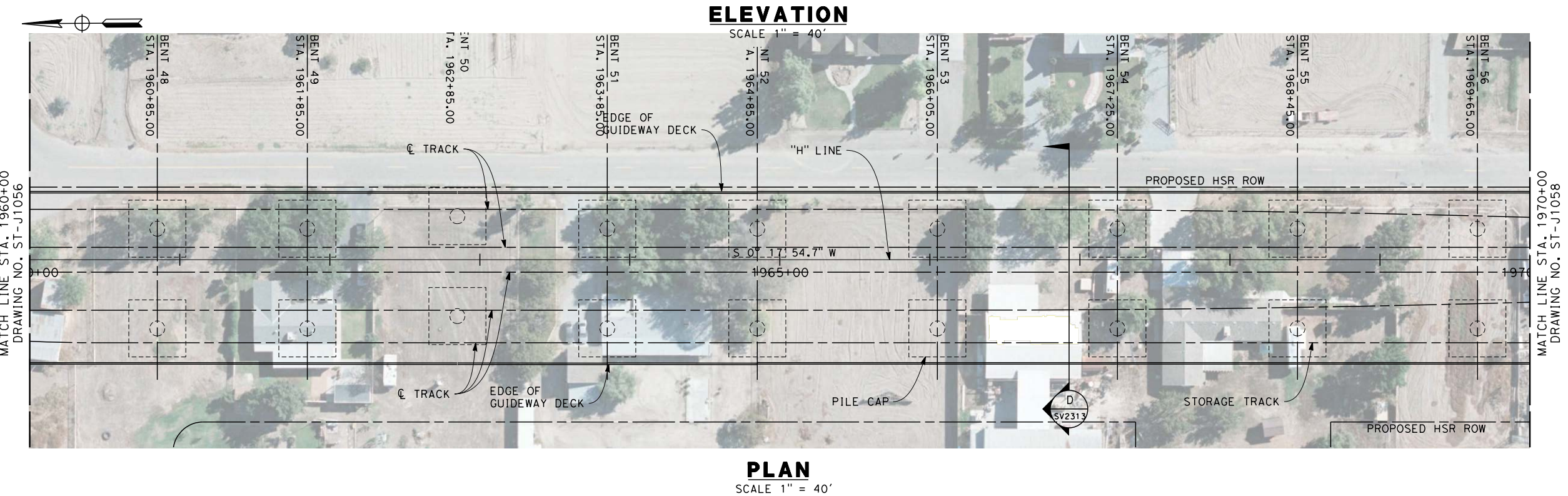
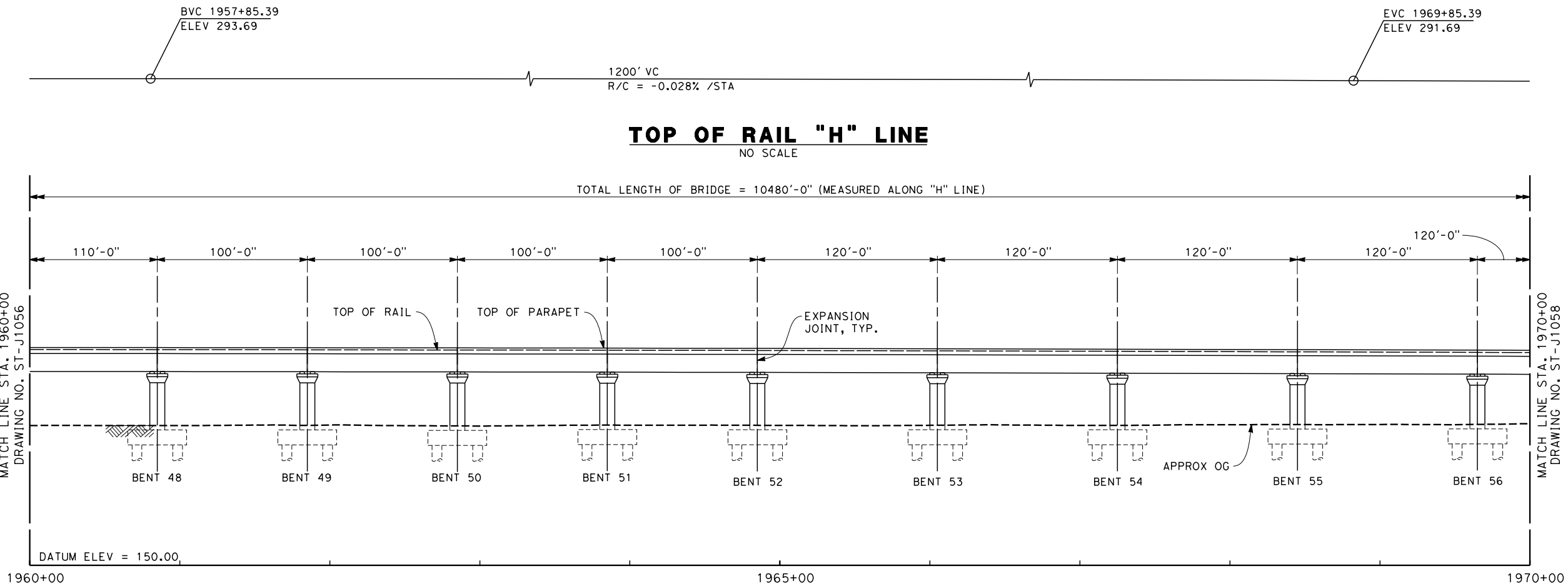
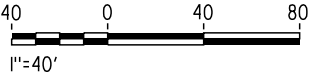


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**
HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1056
SCALE AS SHOWN
SHEET NO.

- NOTES
1. NOT ALL PILES SHOWN
 2. PILE LENGTH TO BE DETERMINED
 3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS- BCC - PRECAST IN-SITU
STEEL TRUSS - IN-SITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND IN-SITU SLAB
 4. UTILITY LOCATIONS TO BE DETERMINED
 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.
 6. "NO JOINT ZONE" DELINEATES THE AREA OF THE SUPERSTRUCTURE THAT SPANS LESS THAN THE PERMITTED DISTANCE FROM THE POINT OF SWITCH WHERE STRUCTURE JOINTS ARE PERMITTED

- LEGEND:
- ① STRUCTURE APPROACH SLAB
 - ② RETAINING WALL
 - * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LIU
IN CHARGE R. COFFIN
DATE 05/30/14

PROPOSED
PRELIMINARY
DESIGN

NOT FOR
CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD
HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
PLAN AND ELEVATION

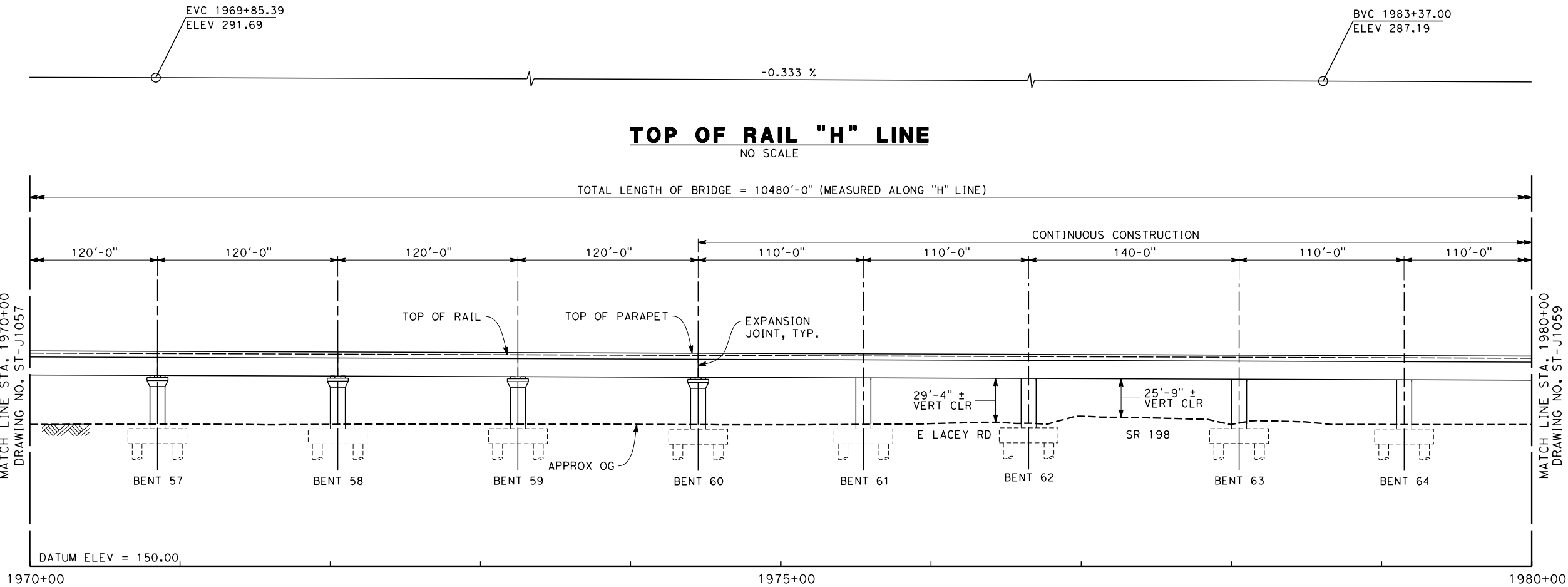
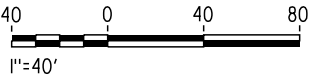
CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1057
SCALE AS SHOWN
SHEET NO.

NOTES

1. NOT ALL PILES SHOWN
2. PILE LENGTH TO BE DETERMINED
3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
STEEL TRUSS - IN-SITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND IN-SITU SLAB
4. UTILITY LOCATIONS TO BE DETERMINED
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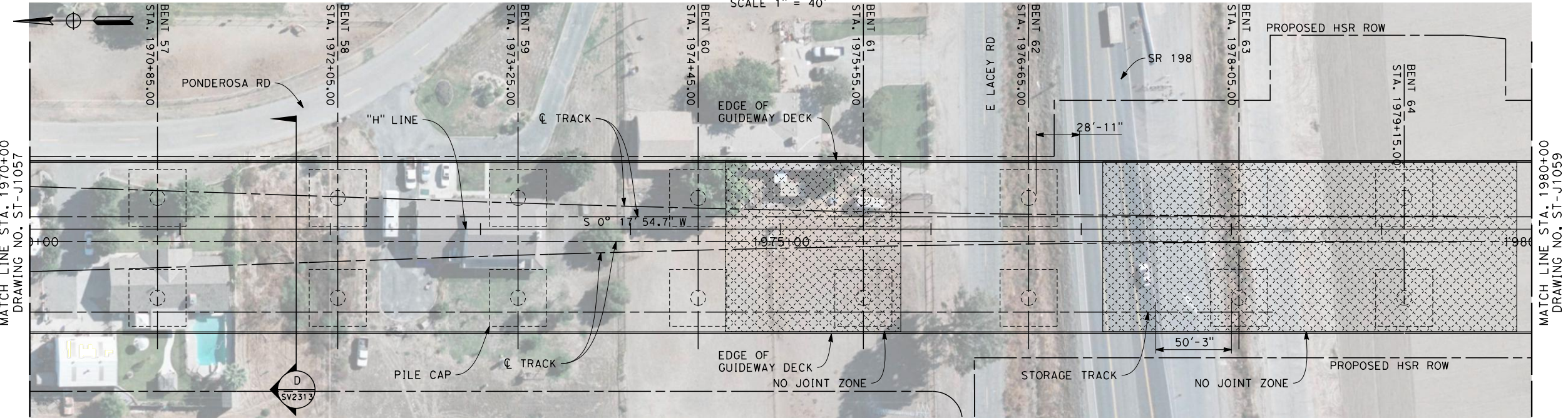
LEGEND:

- ① STRUCTURE APPROACH SLAB
- ② RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".
- NO JOINT ZONE



ELEVATION

SCALE 1" = 40'



PLAN

SCALE 1" = 40'

\$FILE \$ \$PLTDRVS \$ \$PENTBLS \$ \$TIME \$ \$DATE \$ \$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

PROPOSED
PRELIMINARY
DESIGN

NOT FOR
CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD
HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
PLAN AND ELEVATION

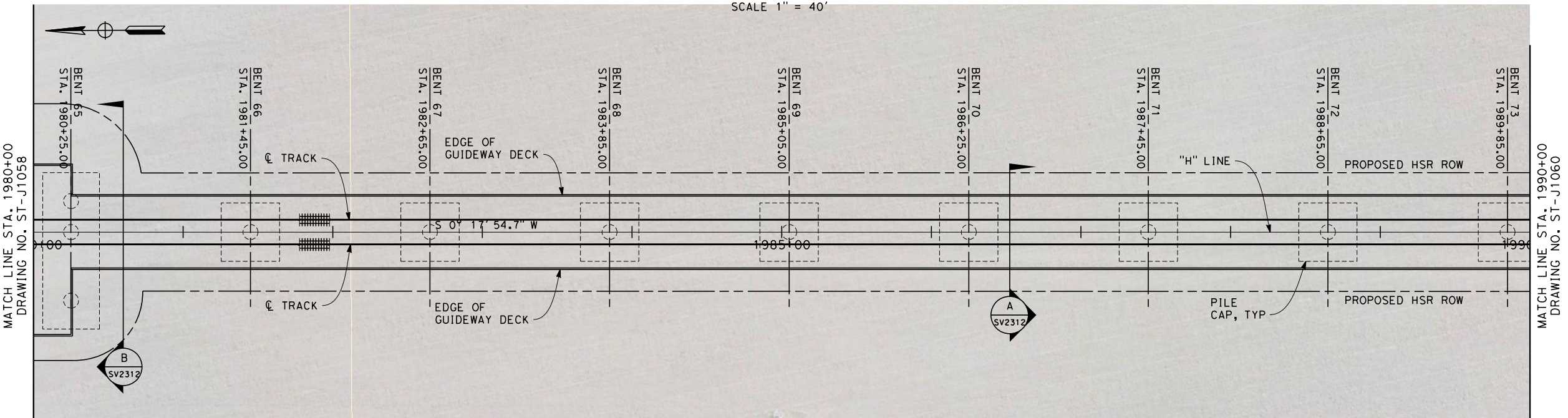
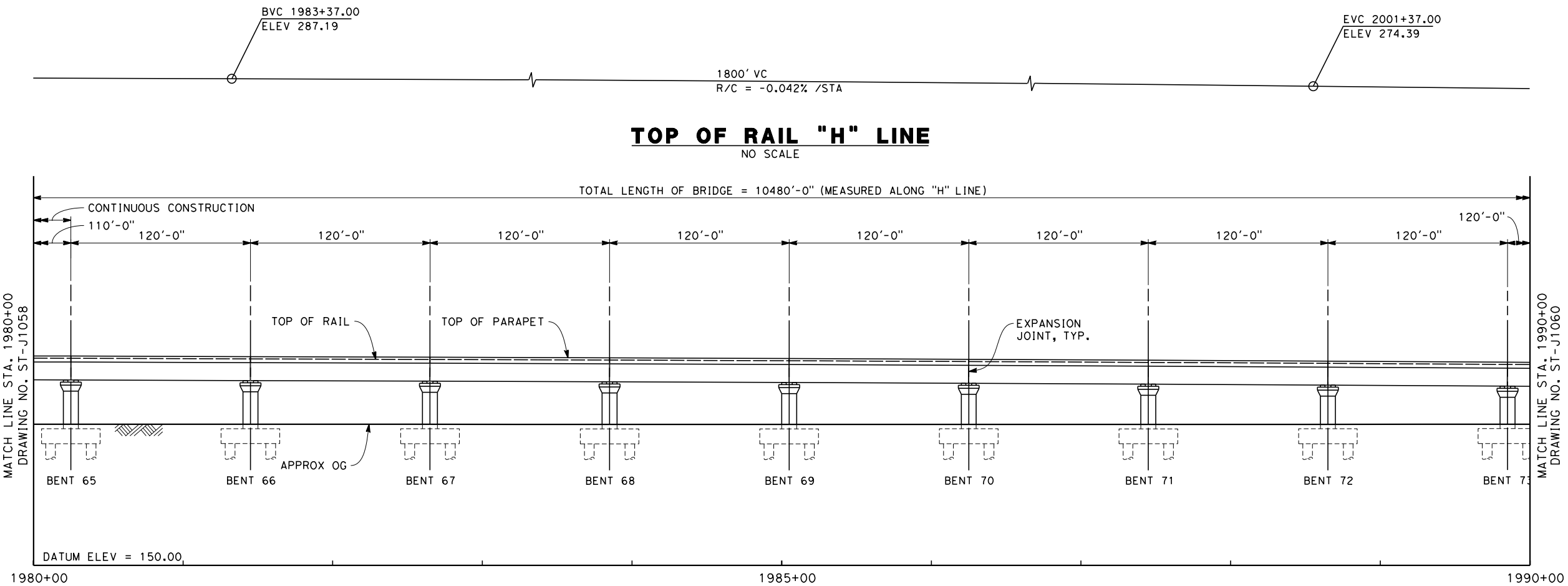
CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1058
SCALE AS SHOWN
SHEET NO.

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\$PLTDRVS\$

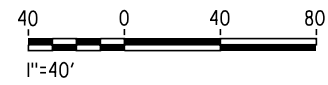
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frank.palermo 6/2/2014 3:25:05 PM



- NOTES**
1. NOT ALL PILES SHOWN
 2. PILE LENGTH TO BE DETERMINED
 3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
STEEL TRUSS - IN-SITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND IN-SITU SLAB
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 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.
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- LEGEND:**
- ① STRUCTURE APPROACH SLAB
 - ② RETAINING WALL
 - * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
M. FISHER
DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN
DATE
05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
ST-J1059
SCALE
AS SHOWN
SHEET NO.

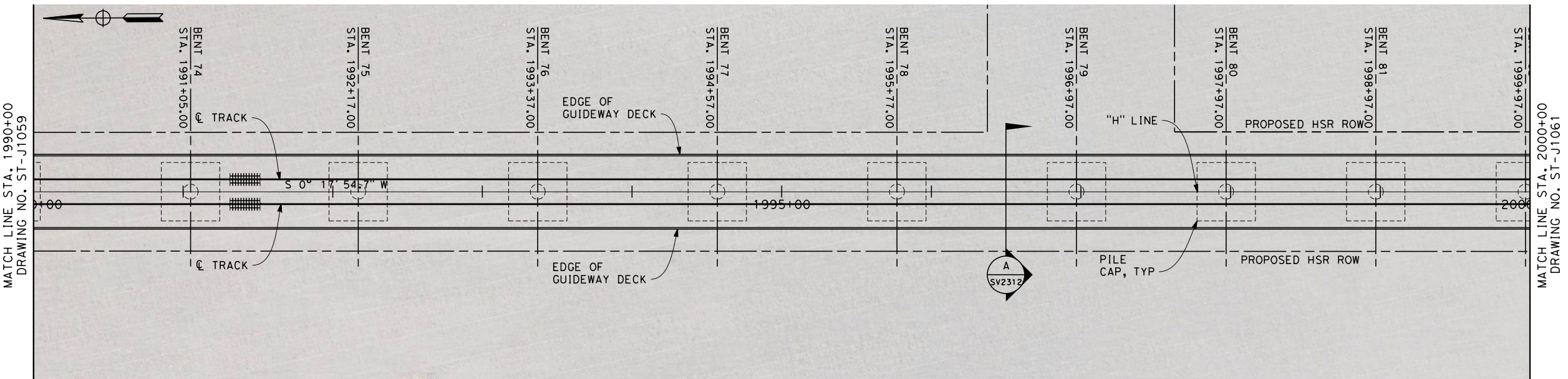
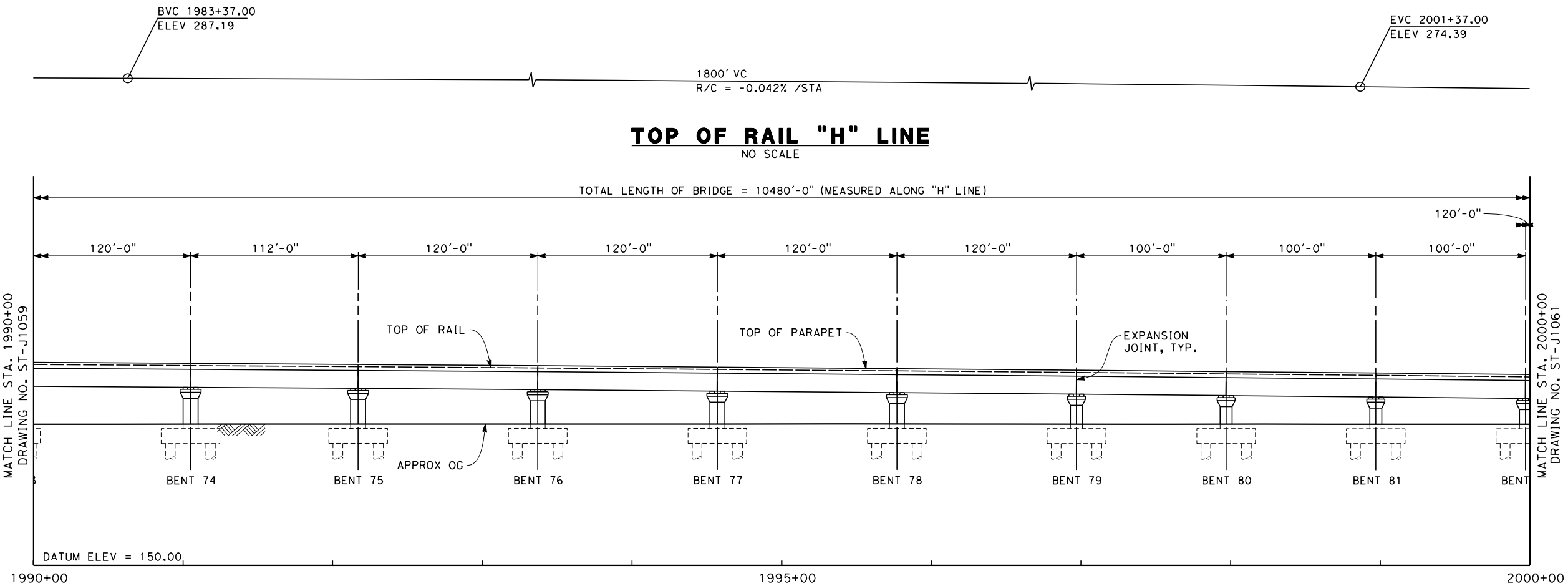
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\$PLTDRVS\$

\$PENTBLS\$

3:25:40 PM

frank.palermo 6/2/2014

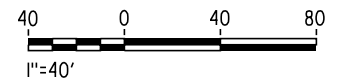


NOTES

1. NOT ALL PILES SHOWN
2. PILE LENGTH TO BE DETERMINED
3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST
IN-SITU
STEEL TRUSS - IN-SITU, SLID
OR LAUNCHED
ELEVATED SLABS - PC BEAM AND
IN-SITU SLAB
4. UTILITY LOCATIONS TO BE DETERMINED
5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.
6. "NO JOINT ZONE" DELINEATES THE AREA OF THE SUPERSTRUCTURE THAT SPANS LESS THAN THE PERMITTED DISTANCE FROM THE POINT OF SWITCH WHERE STRUCTURE JOINTS ARE PERMITTED

LEGEND:

- ① STRUCTURE APPROACH SLAB
 - ② RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
PLAN AND ELEVATION

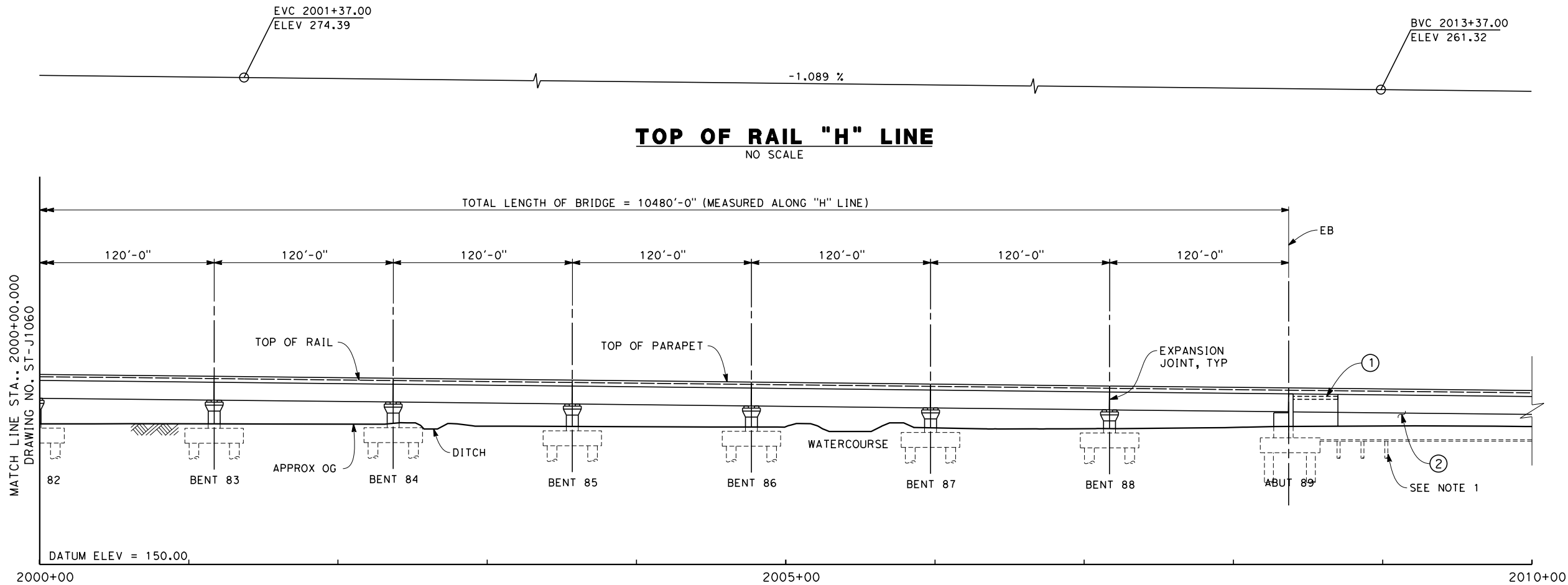
CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1060
SCALE AS SHOWN
SHEET NO.

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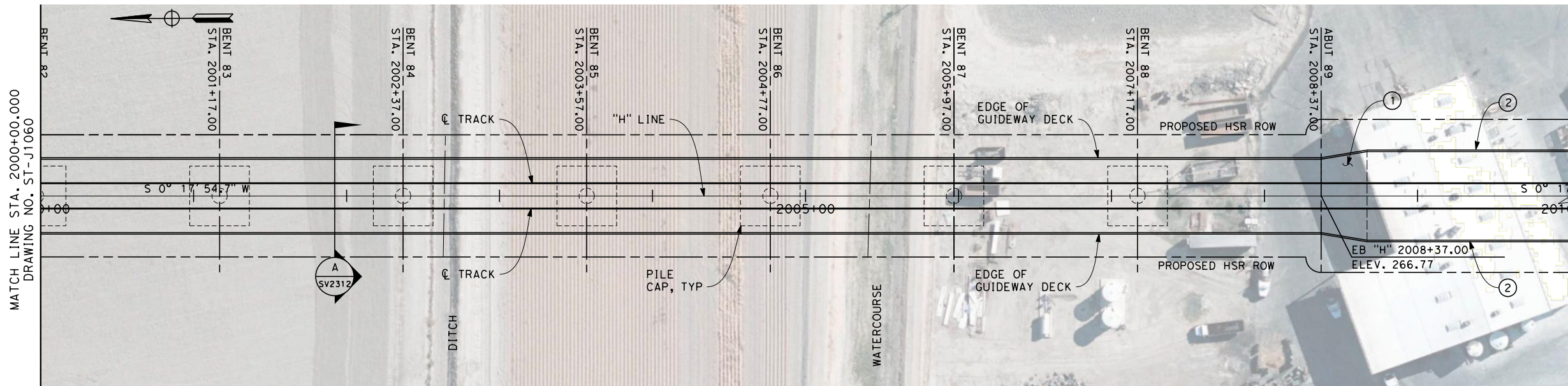
\$PLTDRVS\$

\$PENTBLS\$

frank.palermo 6/2/2014 3:26:16 PM



ELEVATION
SCALE 1" = 40'



PLAN
SCALE 1" = 40'

NOTES

1. NOT ALL PILES SHOWN
2. PILE LENGTH TO BE DETERMINED
3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
STEEL TRUSS - IN-SITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND IN-SITU SLAB
4. UTILITY LOCATIONS TO BE DETERMINED
5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.
6. "NO JOINT ZONE" DELINEATES THE AREA OF THE SUPERSTRUCTURE THAT SPANS LESS THAN THE PERMITTED DISTANCE FROM THE POINT OF SWITCH WHERE STRUCTURE JOINTS ARE PERMITTED

LEGEND:

- ① STRUCTURE APPROACH SLAB
- ② RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

PROPOSED PRELIMINARY DESIGN
NOT FOR CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD
HANFORD SUBSECTION ALIGNMENT H HANFORD VIADUCT PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1061
SCALE AS SHOWN
SHEET NO.

\$FILE \$

\$PLTDRVS \$

\$PENTBLS \$

\$TIME \$

\$DATE \$

\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LIU
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

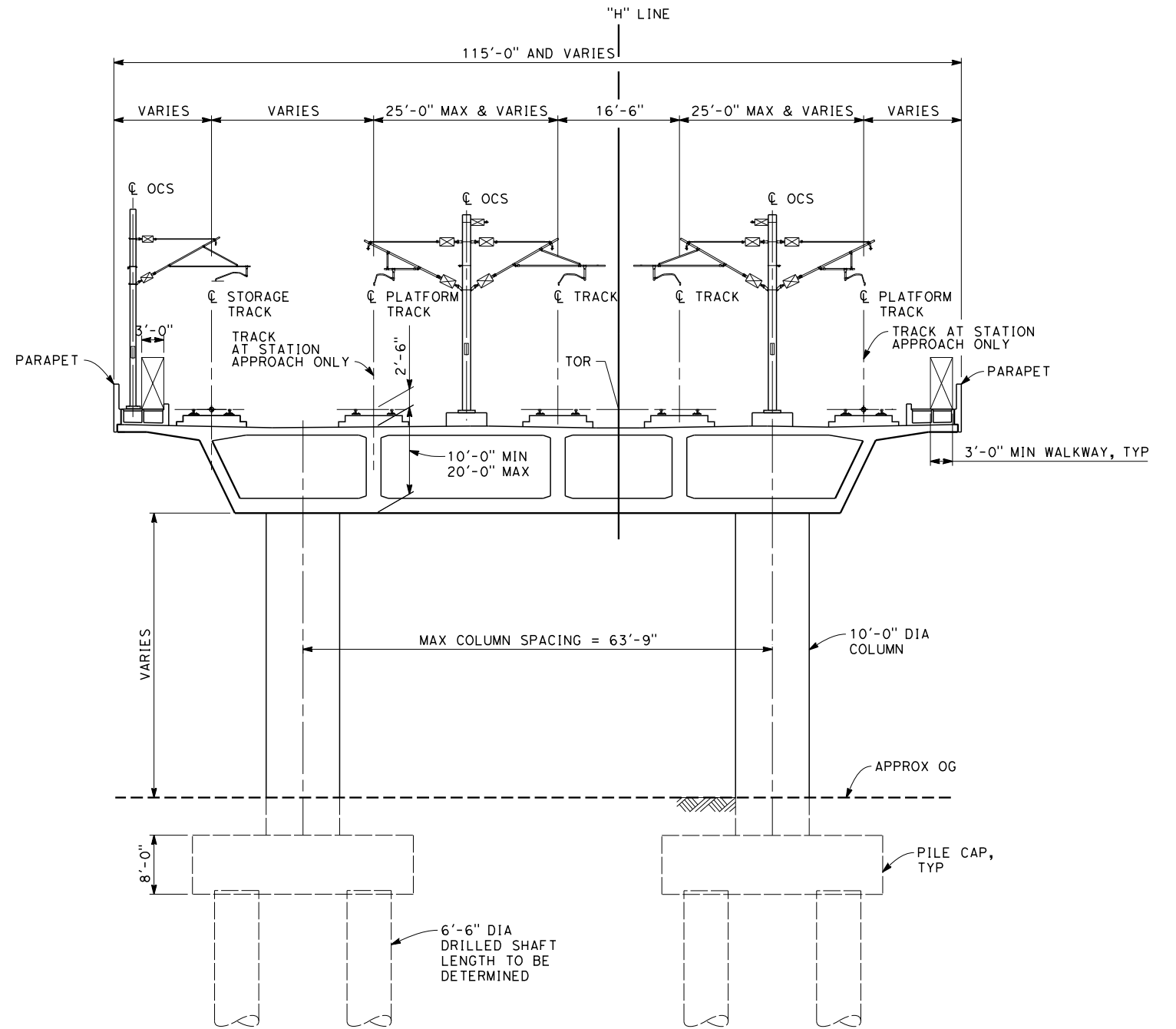
**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

HANFORD SUBSECTION
ALIGNMENT H
HANFORD VIADUCT
TYPICAL SECTIONS

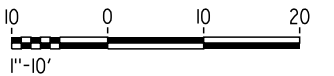
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DRAWING NO. ST-J1062
SCALE AS SHOWN
SHEET NO.



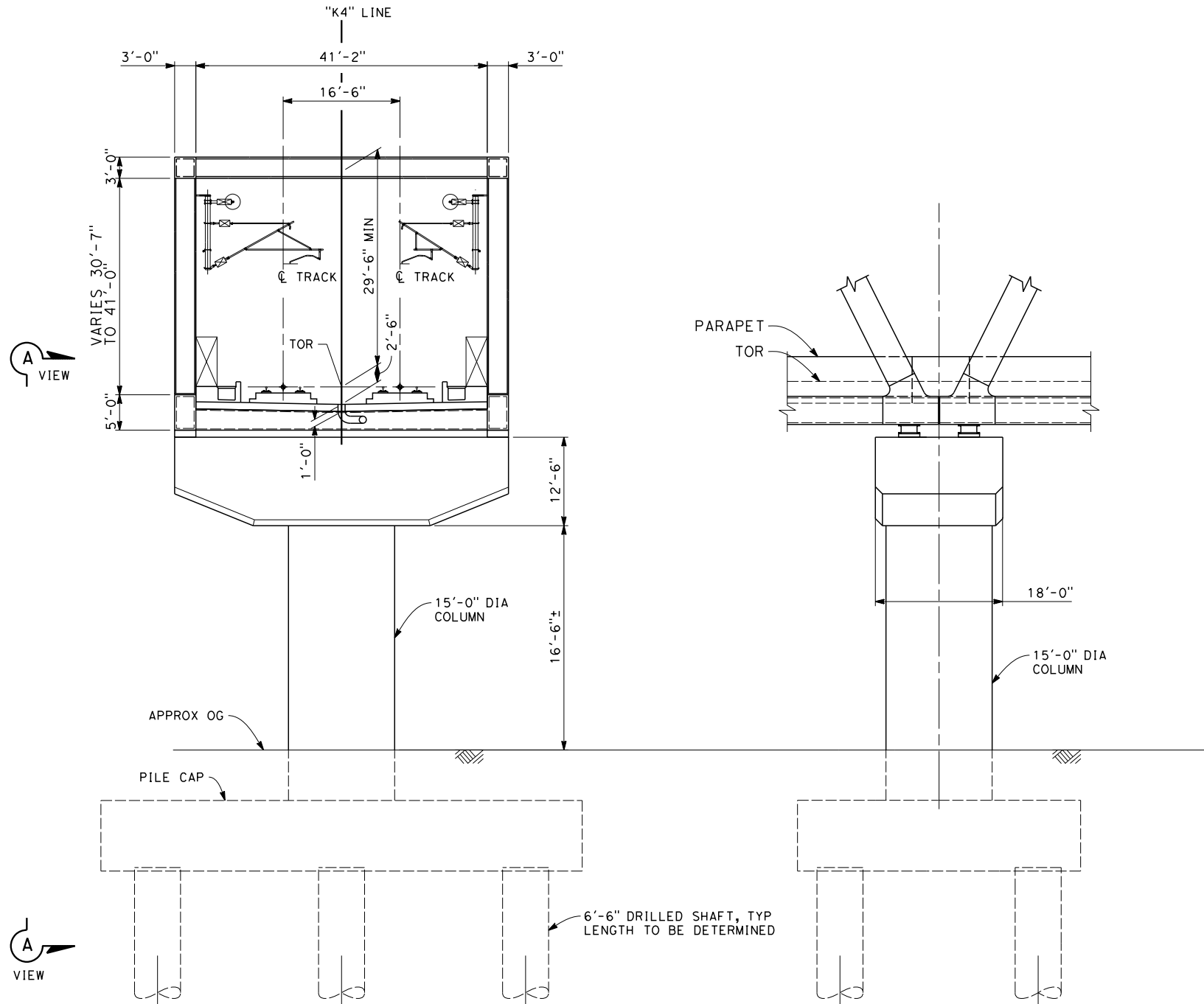
SECTION E

SCALE: 1" = 10'

STA 1954+65 THROUGH 1959+75

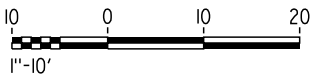


\$FILE \$
\$PLTDRVS \$
\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$



SECTION A
SCALE: 1" = 10'

ELEVATION DETAIL A
SCALE: 1" = 10'



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LIU
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

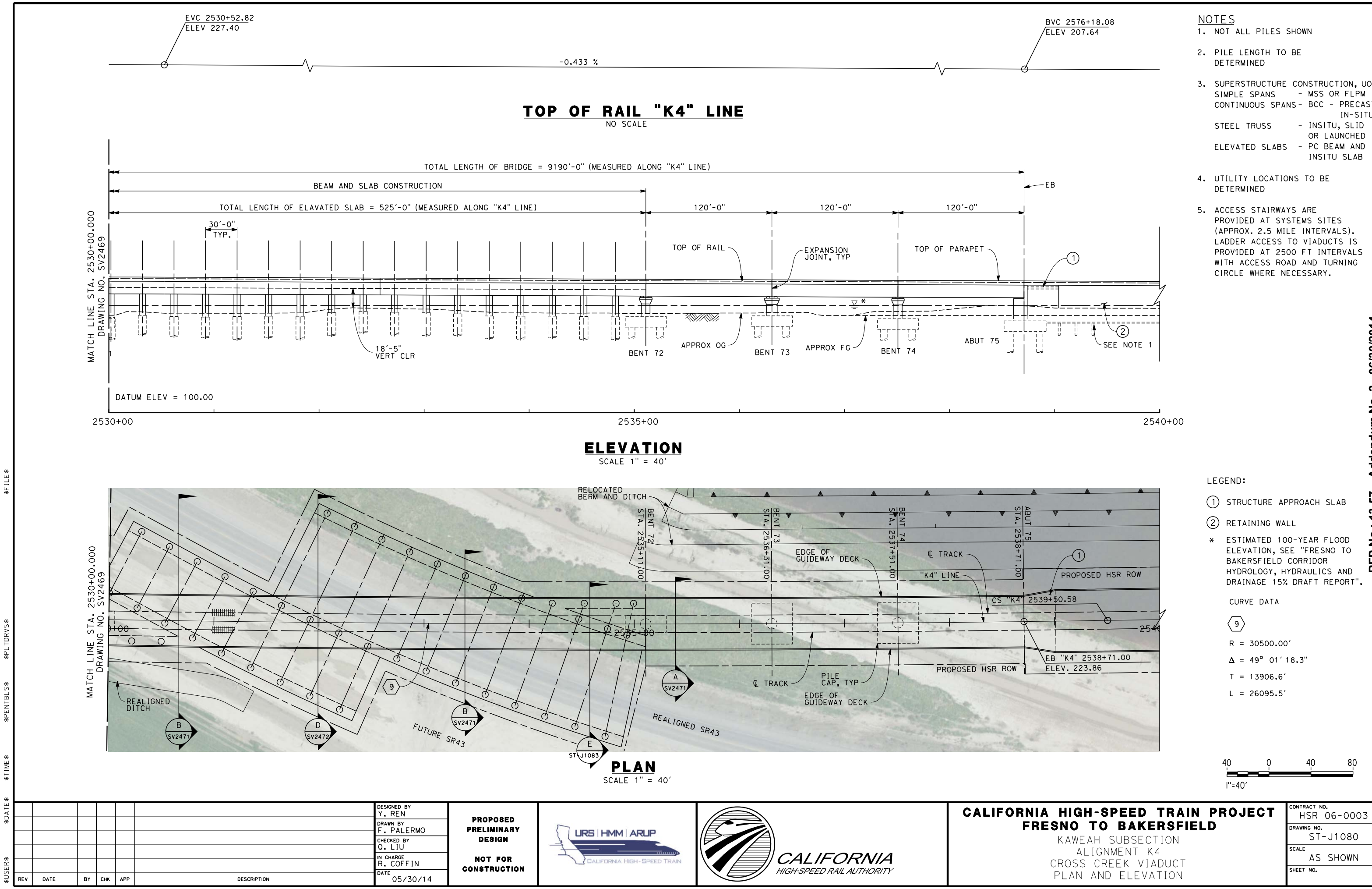
**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

KAWEAH SUBSECTION
ALIGNMENT K4
STATE ROUTE 43 UNDERPASS
TYPICAL SECTIONS

CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1067
SCALE AS SHOWN
SHEET NO.



- NOTES**
1. NOT ALL PILES SHOWN
 2. PILE LENGTH TO BE DETERMINED
 3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
STEEL TRUSS - INSITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND INSITU SLAB
 4. UTILITY LOCATIONS TO BE DETERMINED
 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

- LEGEND:**
- ① STRUCTURE APPROACH SLAB
 - ② RETAINING WALL
 - * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

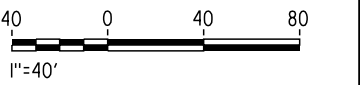
⑨



R = 30500.00'

Δ = 49° 01' 18.3"

T = 13906.6'

L = 26095.5'



DATE						DESIGNED BY Y. REN	PROPOSED PRELIMINARY DESIGN			CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD KAWEAH SUBSECTION ALIGNMENT K4 CROSS CREEK VIADUCT PLAN AND ELEVATION	CONTRACT NO. HSR 06-0003
						DRAWN BY F. PALERMO					DRAWING NO. ST-J1080
						CHECKED BY O. LIU					SCALE AS SHOWN
						IN CHARGE R. COFFIN					SHEET NO.
						DATE 05/30/14					
\$USERS	REV	DATE	BY	CHK	APP	DESCRIPTION					

\$FILE \$

\$PLTDRVS \$

\$PENTBLS \$

\$TIME \$

\$DATE \$

\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

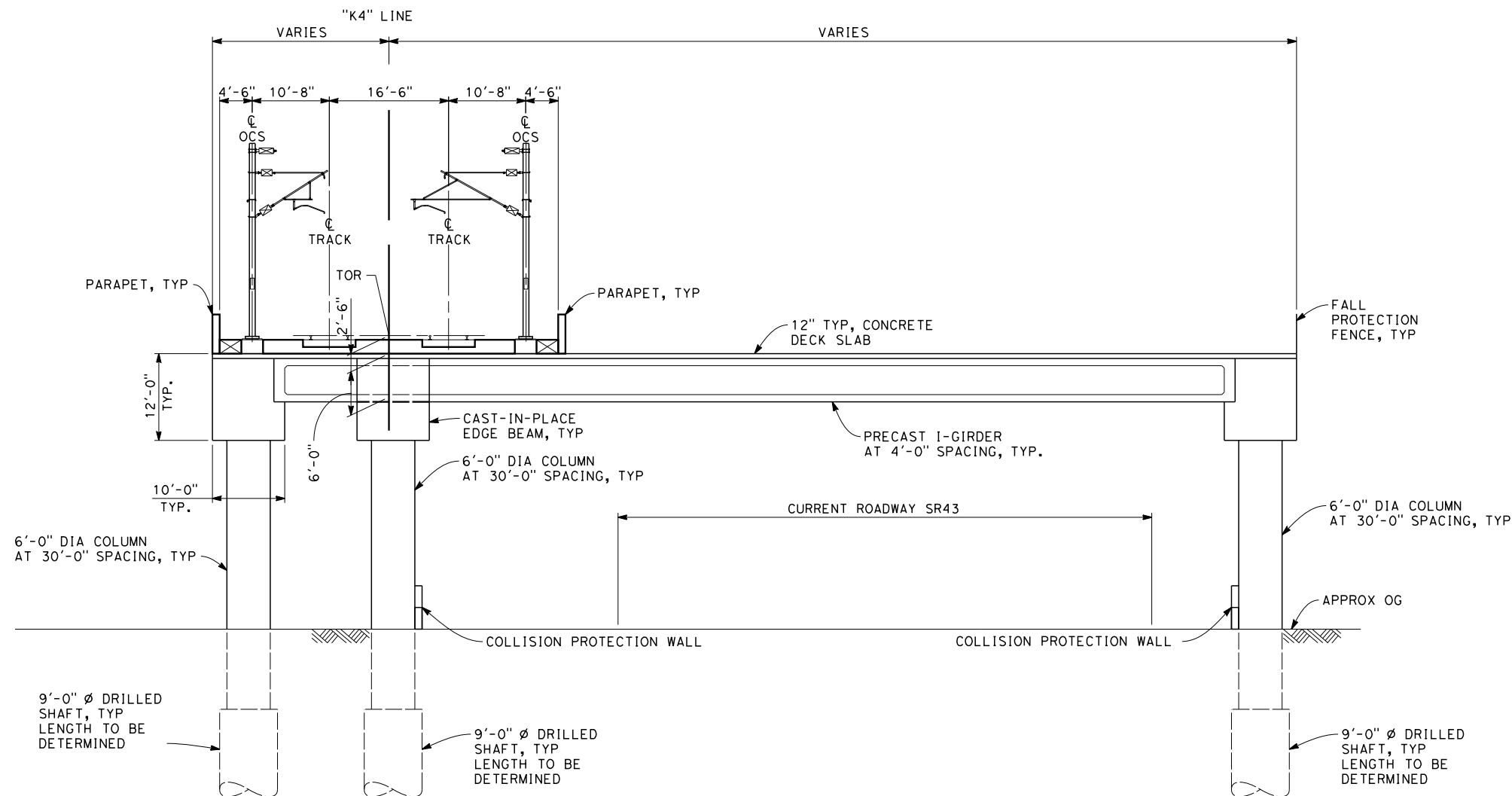
DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LUI
IN CHARGE R. COFFIN
DATE 05/30/14

PROPOSED PRELIMINARY DESIGN
NOT FOR CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD
KAWEAH SUBSECTION ALIGNMENT K4 CROSS CREEK VIADUCT TYPICAL SECTIONS

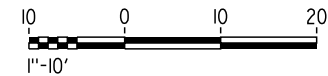
CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J1083
SCALE AS SHOWN
SHEET NO.



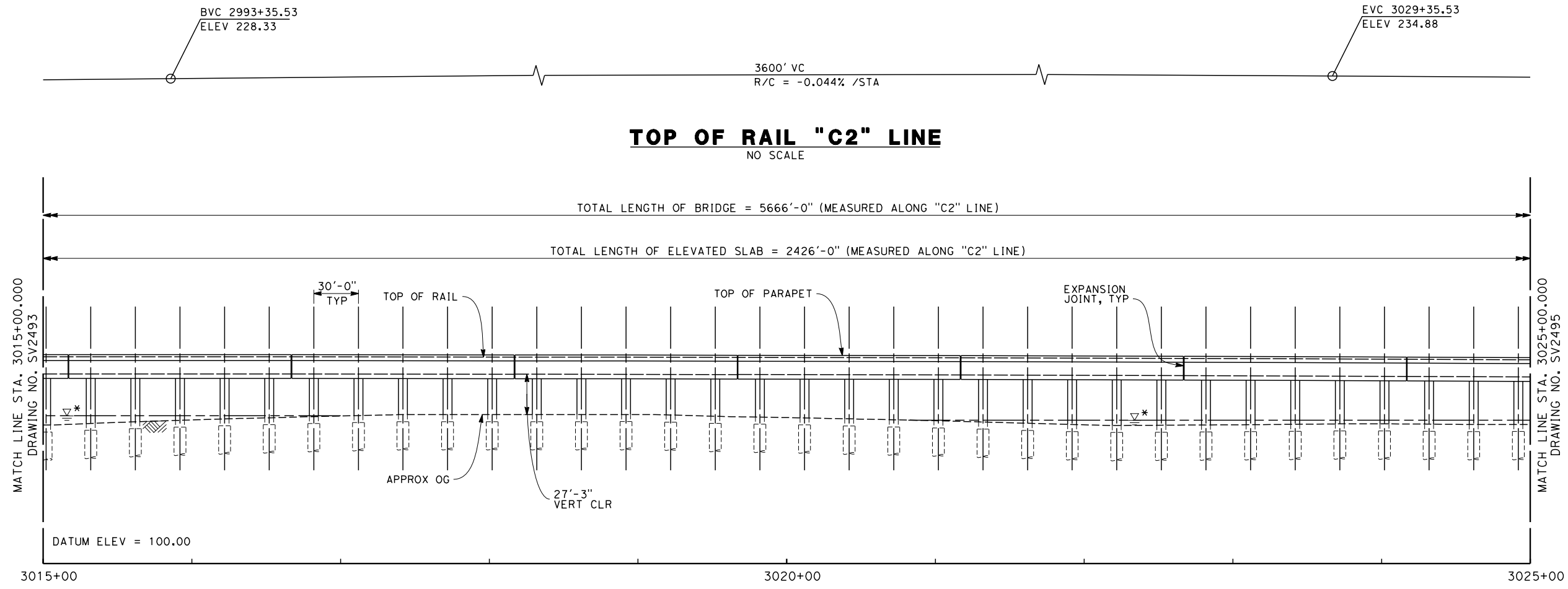
SECTION E

SCALE: 1" = 10'

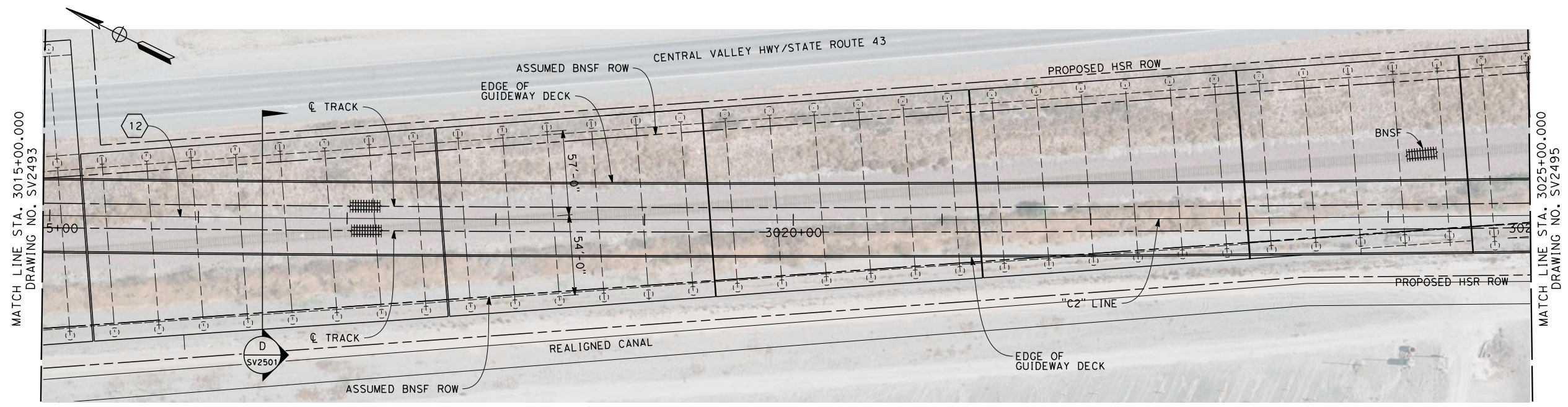
STA 2531+50.00 THROUGH 2532+80.00



\$FILE \$
\$PLTDRVS \$
\$SPENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$



ELEVATION
SCALE 1" = 40'



PLAN
SCALE 1" = 40'

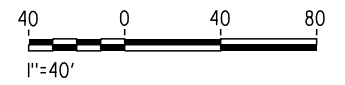
- NOTES**
1. NOT ALL PILES SHOWN
 2. PILE LENGTH TO BE DETERMINED
 3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
STEEL TRUSS - INSITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND INSITU SLAB
 4. UTILITY LOCATIONS TO BE DETERMINED
 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

- LEGEND:**
- ① STRUCTURE APPROACH SLAB
 - ② RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

⑫

R = 41000.00'
Δ = 01° 14' 39.4"
T = 1846.0'
L = 9734.5'



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
Y. REN
DRAWN BY
F. PALERMO
CHECKED BY
O. LIU
IN CHARGE
R. COFFIN
DATE
05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**
CORCORAN BYPASS SUBSECTION
ALIGNMENT C2
STATE ROUTE 43 BNSF VIADUCT
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
ST-J1094
SCALE
AS SHOWN
SHEET NO.

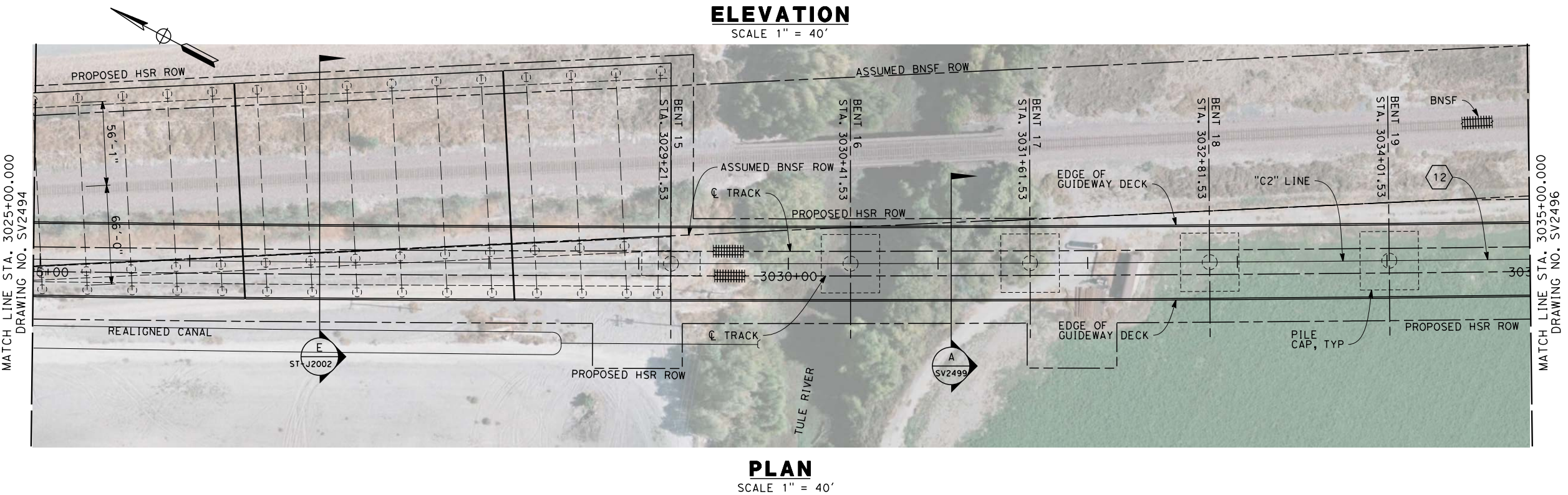
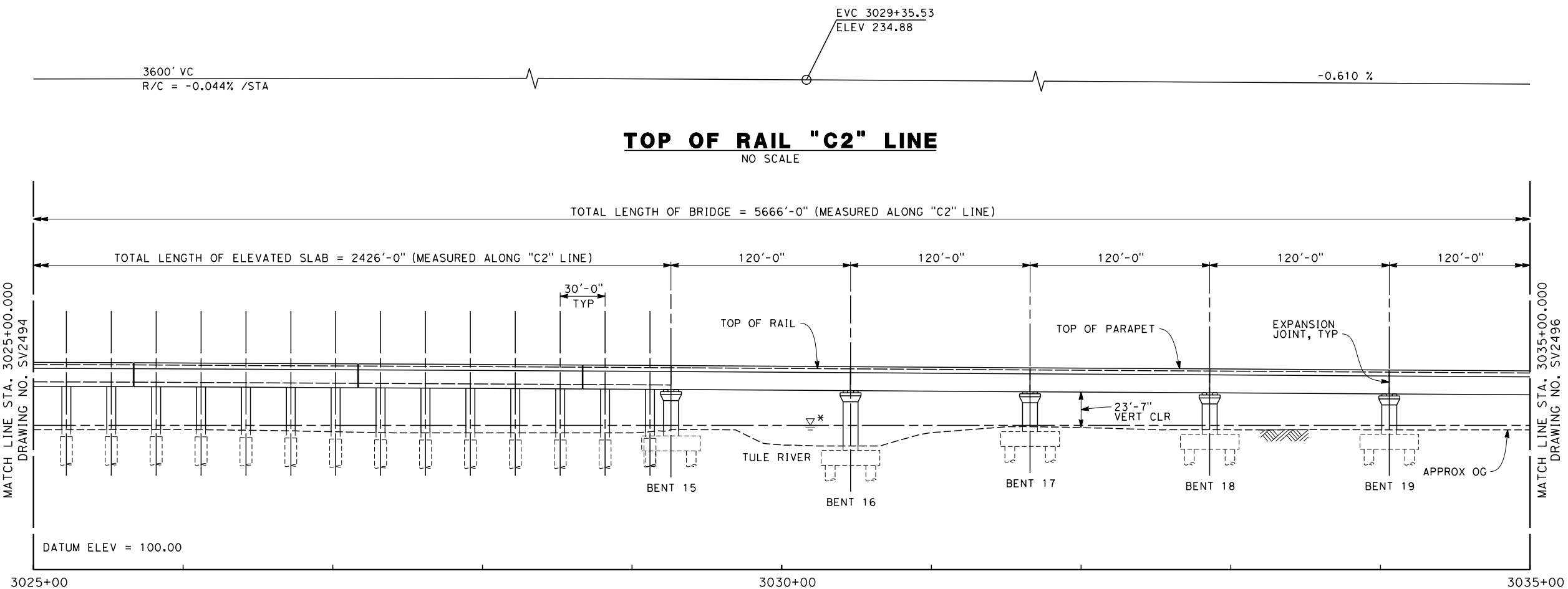
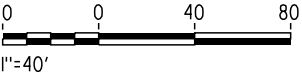
- NOTES**
1. NOT ALL PILES SHOWN
 2. PILE LENGTH TO BE DETERMINED
 3. SUPERSTRUCTURE CONSTRUCTION, UON
SIMPLE SPANS - MSS OR FLPM
CONTINUOUS SPANS - BCC - PRECAST IN-SITU
STEEL TRUSS - INSITU, SLID OR LAUNCHED
ELEVATED SLABS - PC BEAM AND INSITU SLAB
 4. UTILITY LOCATIONS TO BE DETERMINED
 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

- LEGEND:**
- ① STRUCTURE APPROACH SLAB
 - ② RETAINING WALL
 - * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

⑫

R = 41000.00'
Δ = 01° 14' 39.4"
T = 1846.0'
L = 9734.5'



\$FILE \$
\$PLTDRVS \$
\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
Y. REN
DRAWN BY
F. PALERMO
CHECKED BY
O. LIU
IN CHARGE
R. COFFIN
DATE
05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

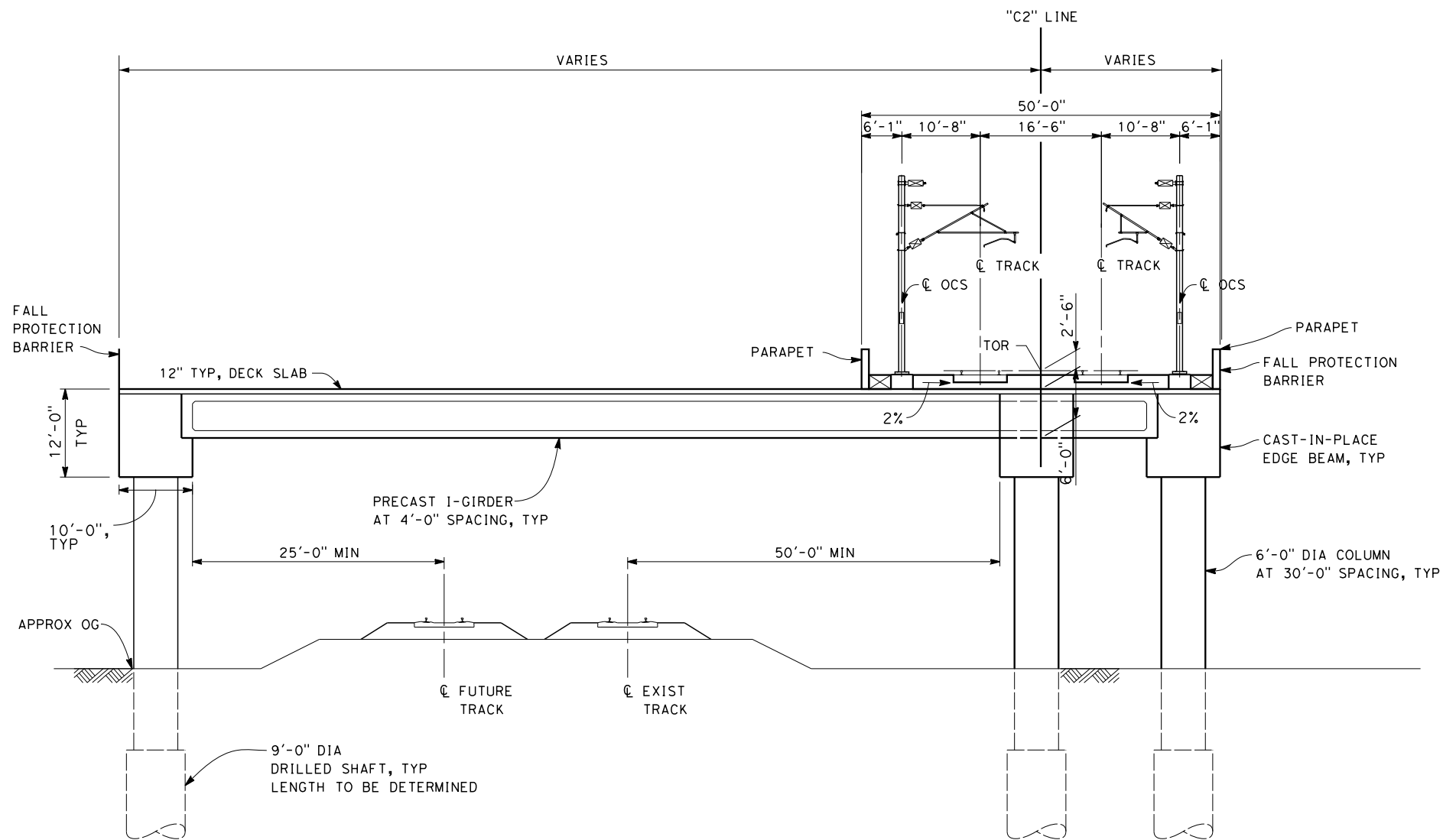
**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**
CORCORAN BYPASS SUBSECTION
ALIGNMENT C2
STATE ROUTE 43 BNSF VIADUCT
PLAN AND ELEVATION

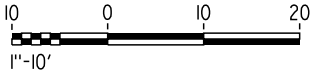
CONTRACT NO.
HSR 06-0003
DRAWING NO.
ST-J1095
SCALE
AS SHOWN
SHEET NO.

RFP No.: 13-57 – Addendum No. 2 - 06/30/2014



SECTION E
SCALE: 1" = 10'

STA 3024+75 THROUGH 3029+21.53



\$FILE \$
\$PLTDRVS \$
\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LIU
IN CHARGE R. COFFIN
DATE 05/30/14

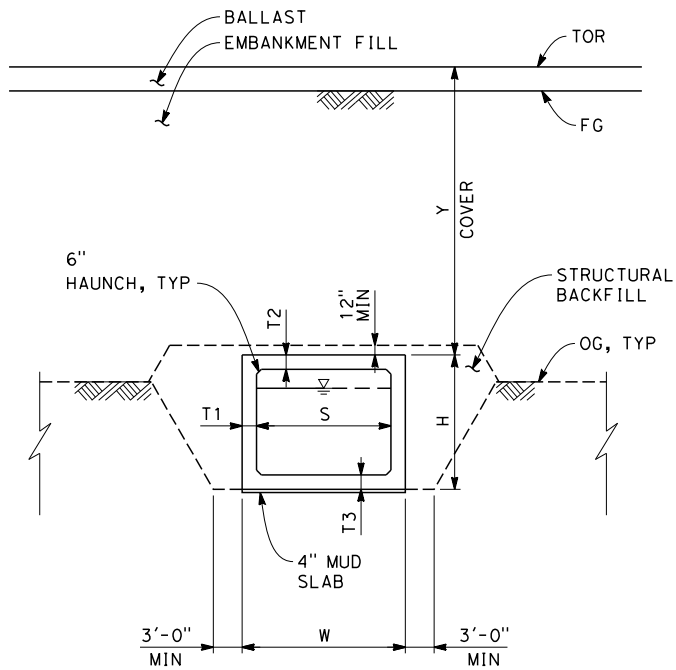
**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



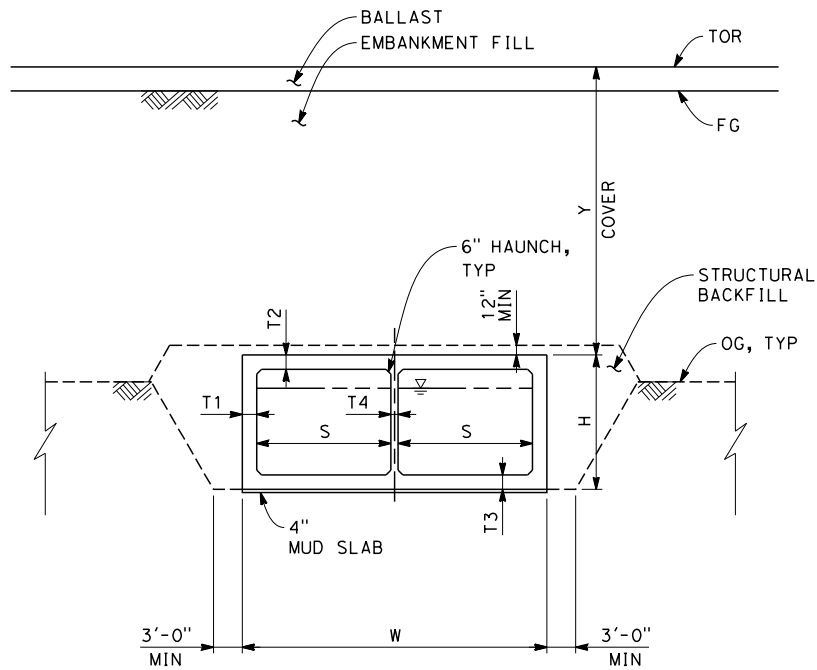
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**
CORCORAN BYPASS SUBSECTION
ALIGNMENT C2
STATE ROUTE 43 BNSF VIADUCT
TYPICAL SECTIONS

CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J2002
SCALE AS SHOWN
SHEET NO.



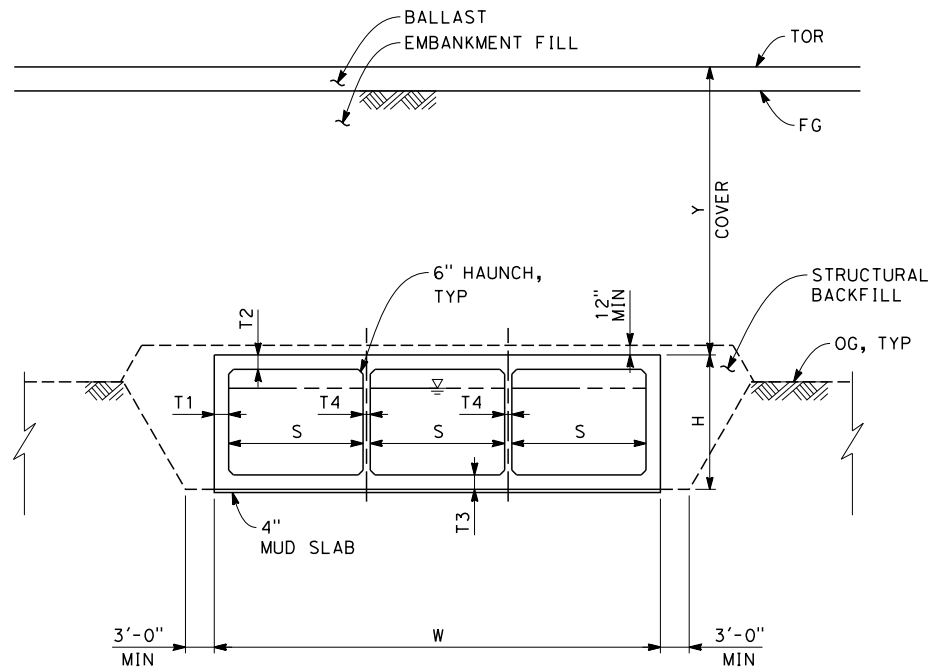
SINGLE CELL BOX CULVERT

SCALE: 1" = 10'



2-CELL BOX CULVERT

SCALE: 1" = 10'



3-CELL BOX CULVERT

SCALE: 1" = 10'

SINGLE-CELL BOX CULVERT

COVER	SPAN	HEIGHT	WIDTH	T1	T2	T3
6'- 0"	10'- 0"	5'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
6'- 0"	10'- 0"	10'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
6'- 0"	15'- 0"	5'- 0"	17'- 0"	1'- 0"	1'- 0"	1'- 0"
6'- 0"	15'- 0"	10'- 0"	17'- 0"	1'- 0"	1'- 0"	1'- 0"
10'- 0"	10'- 0"	5'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
10'- 0"	10'- 0"	10'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
10'- 0"	15'- 0"	5'- 0"	17'- 0"	1'- 0"	1'- 0"	1'- 0"
10'- 0"	15'- 0"	10'- 0"	17'- 0"	1'- 0"	1'- 0"	1'- 0"
10'- 0"	15'- 0"	10'- 0"	17'- 0"	1'- 0"	1'- 0"	1'- 0"
15'- 0"	10'- 0"	5'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
15'- 0"	10'- 0"	10'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
15'- 0"	15'- 0"	5'- 0"	17'- 0"	1'- 0"	1'- 0"	1'- 0"
15'- 0"	15'- 0"	10'- 0"	17'- 0"	1'- 0"	1'- 0"	1'- 0"
20'- 0"	10'- 0"	5'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
20'- 0"	10'- 0"	10'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
20'- 0"	15'- 0"	5'- 0"	17'- 2"	1'- 1"	1'- 1"	1'- 1"
20'- 0"	15'- 0"	10'- 0"	17'- 2"	1'- 1"	1'- 1"	1'- 1"
25'- 0"	10'- 0"	5'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
25'- 0"	10'- 0"	10'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
25'- 0"	15'- 0"	5'- 0"	17'- 6"	1'- 3"	1'- 3"	1'- 3"
25'- 0"	15'- 0"	10'- 0"	17'- 6"	1'- 3"	1'- 3"	1'- 3"
30'- 0"	10'- 0"	5'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
30'- 0"	10'- 0"	10'- 0"	12'- 0"	1'- 0"	1'- 0"	1'- 0"
30'- 0"	15'- 0"	5'- 0"	17'- 8"	1'- 4"	1'- 4"	1'- 4"
30'- 0"	15'- 0"	10'- 0"	17'- 8"	1'- 4"	1'- 4"	1'- 4"

2-CELL BOX CULVERT

COVER	SPAN	HEIGHT	WIDTH	T1	T2	T3	T4
6'- 0"	10'- 0"	5'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
6'- 0"	10'- 0"	10'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
6'- 0"	15'- 0"	5'- 0"	32'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
6'- 0"	15'- 0"	10'- 0"	32'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	10'- 0"	5'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	10'- 0"	10'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	15'- 0"	5'- 0"	32'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	15'- 0"	10'- 0"	32'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	15'- 0"	10'- 0"	32'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
15'- 0"	10'- 0"	5'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
15'- 0"	10'- 0"	10'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
15'- 0"	15'- 0"	5'- 0"	32'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
15'- 0"	15'- 0"	10'- 0"	32'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
20'- 0"	10'- 0"	5'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
20'- 0"	10'- 0"	10'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
20'- 0"	15'- 0"	5'- 0"	33'- 0"	1'- 1"	1'- 1"	1'- 1"	0'-10"
20'- 0"	15'- 0"	10'- 0"	33'- 0"	1'- 1"	1'- 1"	1'- 1"	0'-10"
25'- 0"	10'- 0"	5'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
25'- 0"	10'- 0"	10'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
25'- 0"	15'- 0"	5'- 0"	33'- 6"	1'- 3"	1'- 3"	1'- 3"	1'- 0"
25'- 0"	15'- 0"	10'- 0"	33'- 6"	1'- 3"	1'- 3"	1'- 3"	1'- 0"
30'- 0"	10'- 0"	5'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
30'- 0"	10'- 0"	10'- 0"	22'-10"	1'- 0"	1'- 0"	1'- 0"	0'-10"
30'- 0"	15'- 0"	5'- 0"	33'- 9"	1'- 4"	1'- 4"	1'- 4"	1'- 1"
30'- 0"	15'- 0"	10'- 0"	33'- 9"	1'- 4"	1'- 4"	1'- 4"	1'- 1"

3-CELL BOX CULVERT

COVER	SPAN	HEIGHT	WIDTH	T1	T2	T3	T4
6'- 0"	10'- 0"	5'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
6'- 0"	10'- 0"	10'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
6'- 0"	15'- 0"	5'- 0"	48'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
6'- 0"	15'- 0"	10'- 0"	48'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	10'- 0"	5'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	10'- 0"	10'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	15'- 0"	5'- 0"	48'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	15'- 0"	10'- 0"	48'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
10'- 0"	15'- 0"	10'- 0"	48'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
15'- 0"	10'- 0"	5'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
15'- 0"	10'- 0"	10'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
15'- 0"	15'- 0"	5'- 0"	48'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
15'- 0"	15'- 0"	10'- 0"	48'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
20'- 0"	10'- 0"	5'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
20'- 0"	10'- 0"	10'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
20'- 0"	15'- 0"	5'- 0"	48'-11"	1'- 1"	1'- 1"	1'- 1"	0'-10"
20'- 0"	15'- 0"	10'- 0"	48'-11"	1'- 1"	1'- 1"	1'- 1"	0'-10"
25'- 0"	10'- 0"	5'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
25'- 0"	10'- 0"	10'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
25'- 0"	15'- 0"	5'- 0"	49'- 6"	1'- 3"	1'- 3"	1'- 3"	1'- 0"
25'- 0"	15'- 0"	10'- 0"	49'- 6"	1'- 3"	1'- 3"	1'- 3"	1'- 0"
30'- 0"	10'- 0"	5'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
30'- 0"	10'- 0"	10'- 0"	33'- 7"	1'- 0"	1'- 0"	1'- 0"	0'-10"
30'- 0"	15'- 0"	5'- 0"	49'-10"	1'- 4"	1'- 4"	1'- 4"	1'- 1"
30'- 0"	15'- 0"	10'- 0"	49'-10"	1'- 4"	1'- 4"	1'- 4"	1'- 1"

NOTES:

- ALL DIMENSIONS ARE IN U.S. CUSTOMARY UNITS.
- WATER LEVEL SHOWN IS ASSUMED DESIGN FLOW LEVEL.
- DESIGN ASSUMES THAT AREAS OF SOFT GROUND BELOW FOUNDATION ARE TREATED BEFORE CONSTRUCTION.
- MINIMUM CLEARANCE FROM DESIGN FLOW LEVEL TO SOFFIT SHALL BE 2'-0".
- MINIMUM DIMENSION "Y" FROM TOP OF RAIL TO TOP OF STRUCTURE SHALL BE 6'-0".



DESIGNED BY
M. FISHER
DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN
DATE
05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

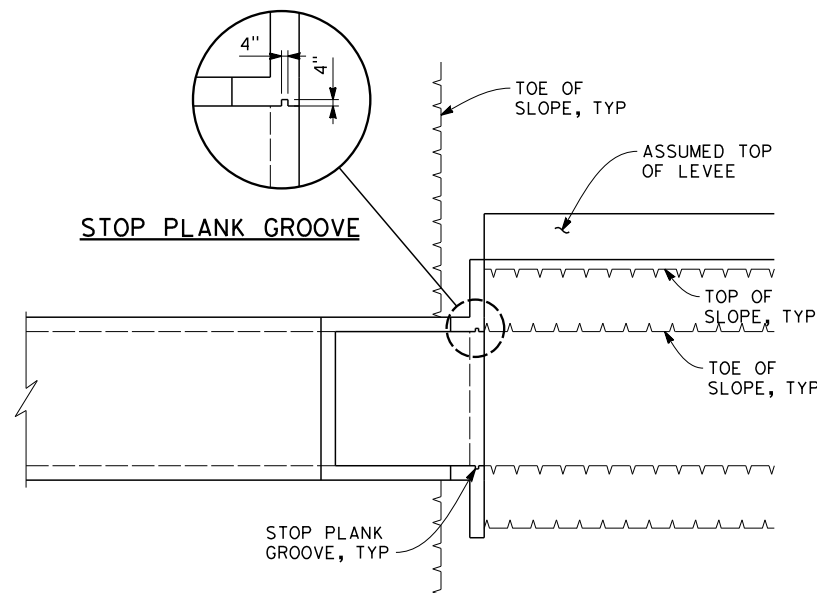
BOX CULVERT
TYPICAL DETAILS
SHEET 1

CONTRACT NO.
HSR 06-0003
DRAWING NO.
ST-J5001
SCALE
AS SHOWN
SHEET NO.

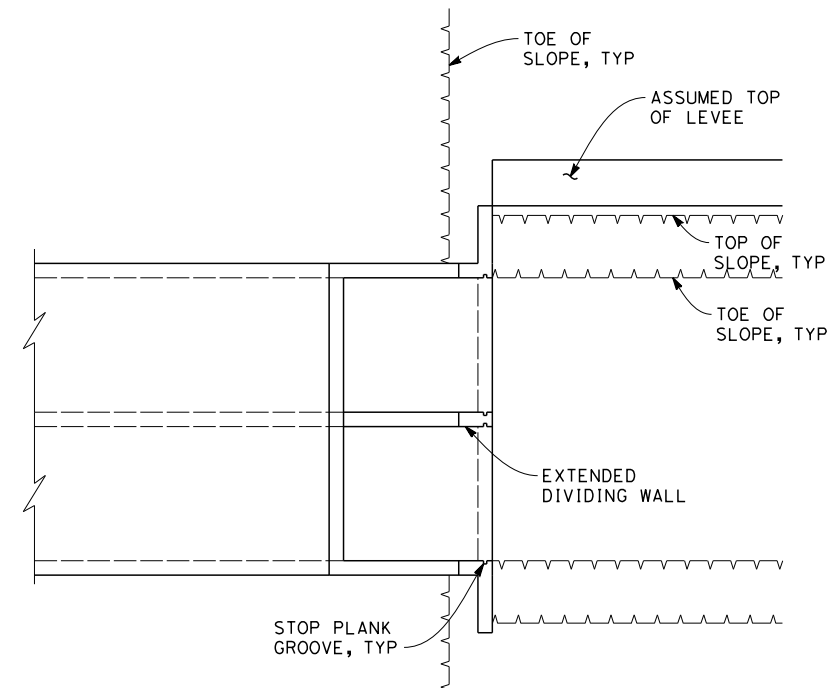
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REV	DATE	BY	CHK	APP	DESCRIPTION

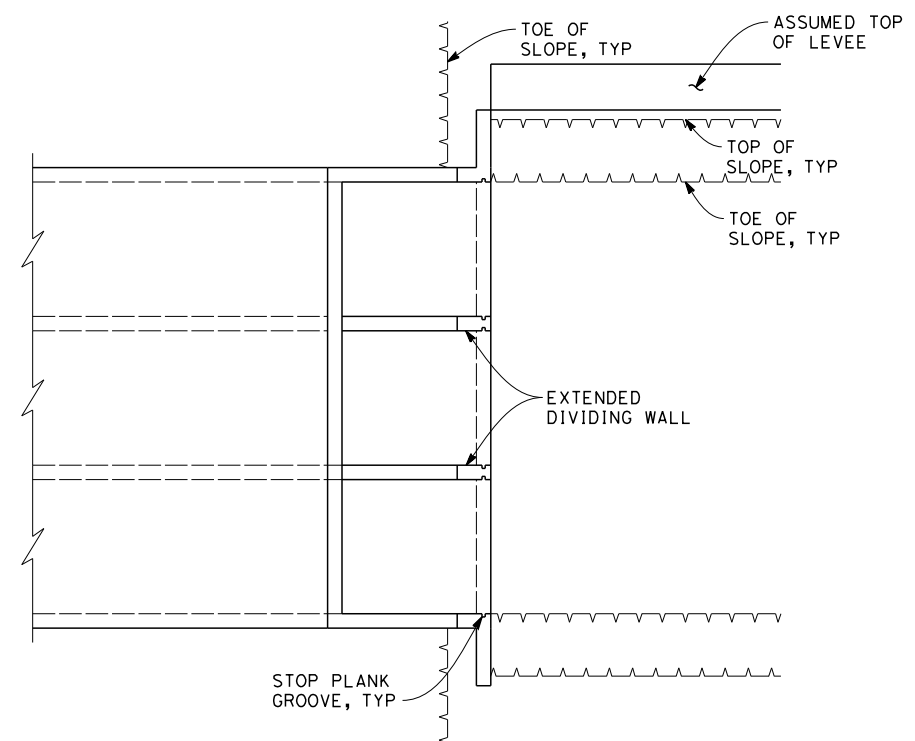
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\$PLTDRVS \$
\$SPENTBLS \$
\$DATE \$
\$TIME \$
\$USER \$



SINGLE CELL CULVERT

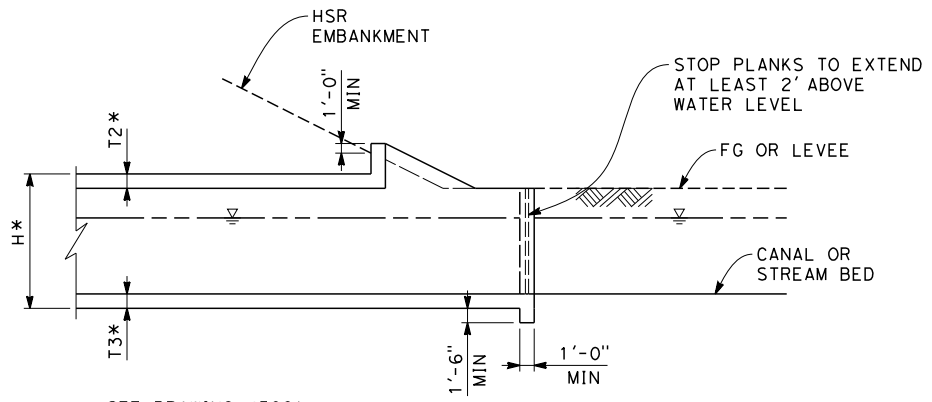


2-CELL CULVERT

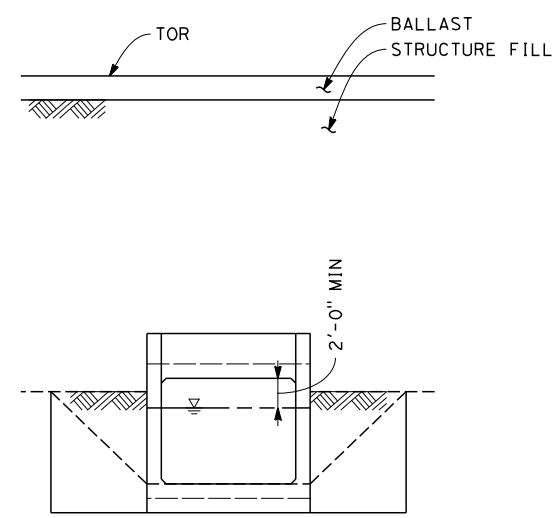


3-CELL CULVERT

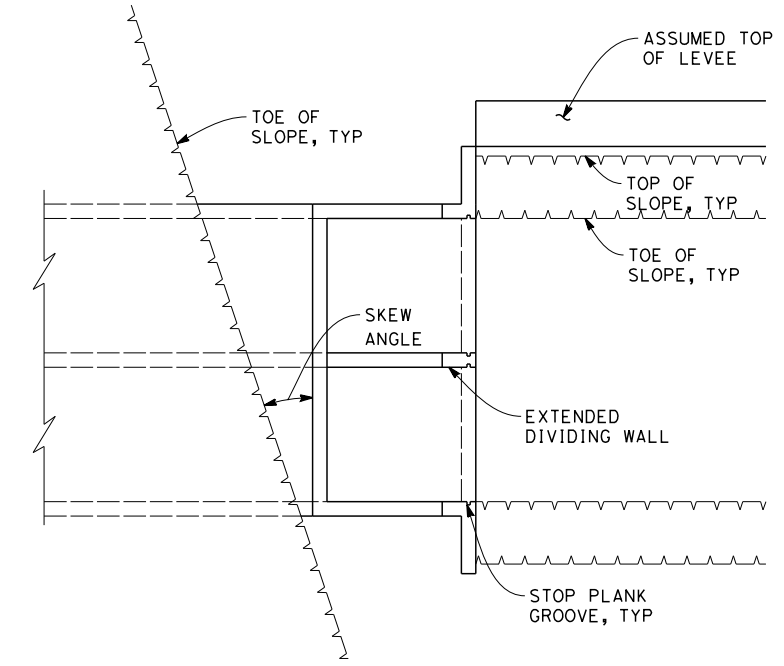
P L A N
SCALE: 1" = 10'



ELEVATION
SCALE: 1" = 10'

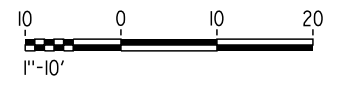


TYPICAL SECTION
SCALE: 1" = 10'



TREATMENT OF SKEWED CROSSING
SCALE: 1" = 10'

- NOTES:**
1. ALL DIMENSIONS ARE IN U.S. CUSTOMARY UNITS.
 2. HEADWALLS INTENDED TO BE SUITABLE FOR UPSTREAM AND DOWNSTREAM ENDS OF STRUCTURE.
 3. WATER LEVEL SHOWN IS ASSUMED DESIGN FLOW LEVEL.
 4. STOP PLANK LOCATION MAYBE ADJUSTED TO FACE OF HEADWALL IF UPSTREAM DIVIDING WALL REQUIRED TO SLOPE ONTO BED LEVEL.



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
M. FISHER
DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN
DATE
05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



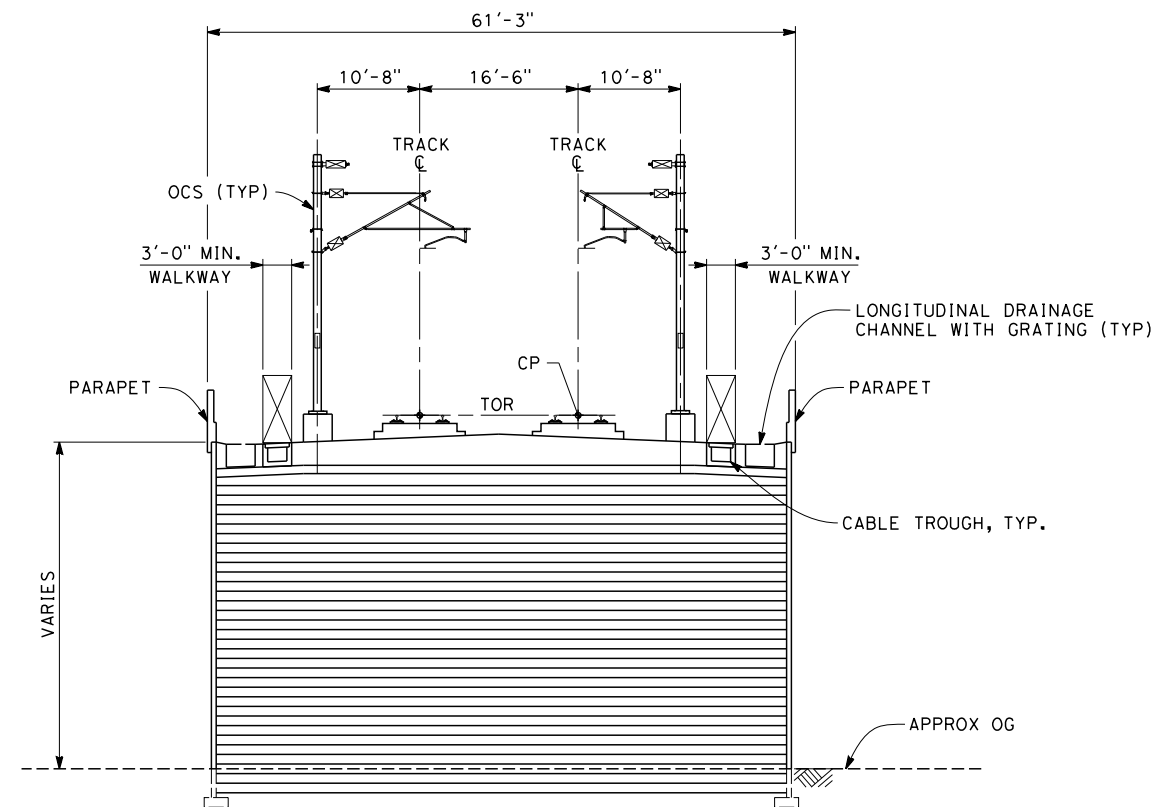
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

BOX CULVERT
TYPICAL DETAILS
SHEET 2

CONTRACT NO.
HSR 06-0003
DRAWING NO.
ST-J5002
SCALE
AS SHOWN
SHEET NO.

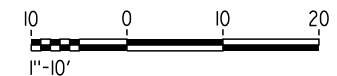
\$FILE \$
\$PLTDRVS \$
\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$

NOTES:
GROUND IMPROVEMENT OR PILED RAFT FOUNDATION MAY BE NECESSARY IN SOME LOCATIONS TO PROVIDE SUITABLE SUPPORT FOR THE RETAINED EMBANKMENT, REFER TO THE GROUND INVESTIGATION DATA REPORT.



TYPICAL SECTION
SCALE: 1" = 10'

STRUCTURE FORM	LENGTH	BEGIN STA	END STA	CONSTRUCTION	RETAINED HEIGHT AT BEGINNING	RETAINED HEIGHT AT END
RETAINING WALL	1970	1086+00.0	1105+70.0	MSE WALL (RETAINED EMBANKMENT)	15' APPROX	30' APPROX
RETAINING WALL	1730	1156+20.0	1173+50.0	MSE WALL (RETAINED EMBANKMENT)	30' APPROX	15' APPROX
RETAINING WALL	2439	1439+19.0	1463+58.0	MSE WALL (RETAINED EMBANKMENT)	15' APPROX	30' APPROX
RETAINING WALL	2599	1596+51.0	1622+50.0	MSE WALL (RETAINED EMBANKMENT)	30' APPROX	15' APPROX
RETAINING WALL	1817	1885+40.0	1903+57.0	MSE WALL (RETAINED EMBANKMENT)	15' APPROX	30' APPROX
RETAINING WALL	1511	2008+37.0	2023+48.0	MSE WALL (RETAINED EMBANKMENT)	30' APPROX	15' APPROX
RETAINING WALL	1081	2436+00.0	2446+81.0	MSE WALL (RETAINED EMBANKMENT)	15' APPROX	30' APPROX
RETAINING WALL	4492	2538+71.0	2583+63.0	MSE WALL (RETAINED EMBANKMENT)	30' APPROX	15' APPROX
RETAINING WALL	2286	2966+50.0	2989+36.0	MSE WALL (RETAINED EMBANKMENT)	15' APPROX	30' APPROX
RETAINING WALL	1868	3046+02.0	3064+70.0	MSE WALL (RETAINED EMBANKMENT)	30' APPROX	15' APPROX
RETAINING WALL	2305	3982+20.0	4005+25.0	MSE WALL (RETAINED EMBANKMENT)	15' APPROX	30' APPROX
RETAINING WALL	1830	4067+65.0	4085+95.0	MSE WALL (RETAINED EMBANKMENT)	30' APPROX	15' APPROX



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
M. FISHER
DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN
DATE
05/30/14

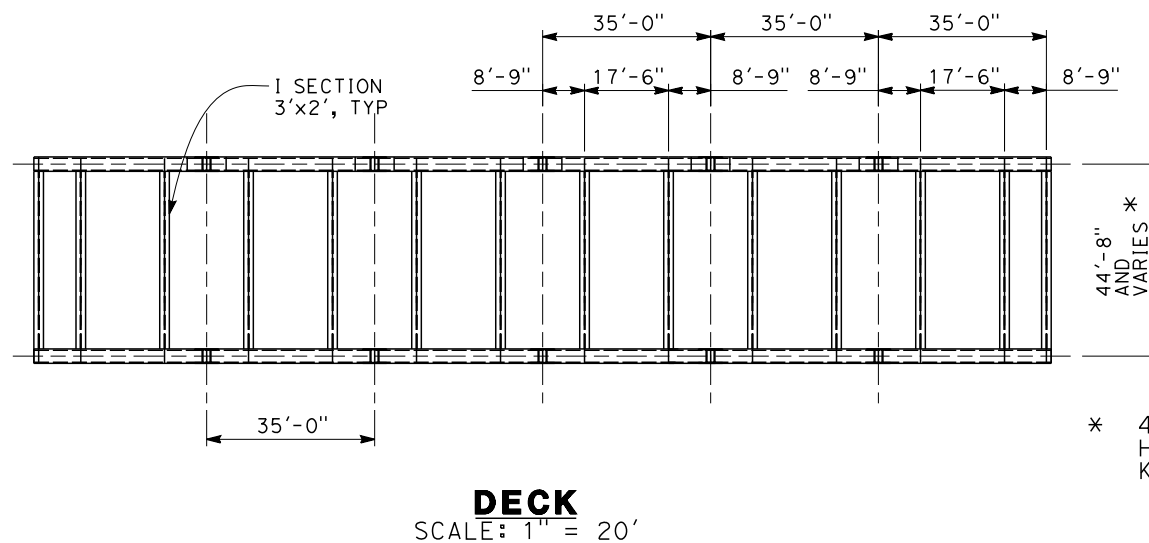
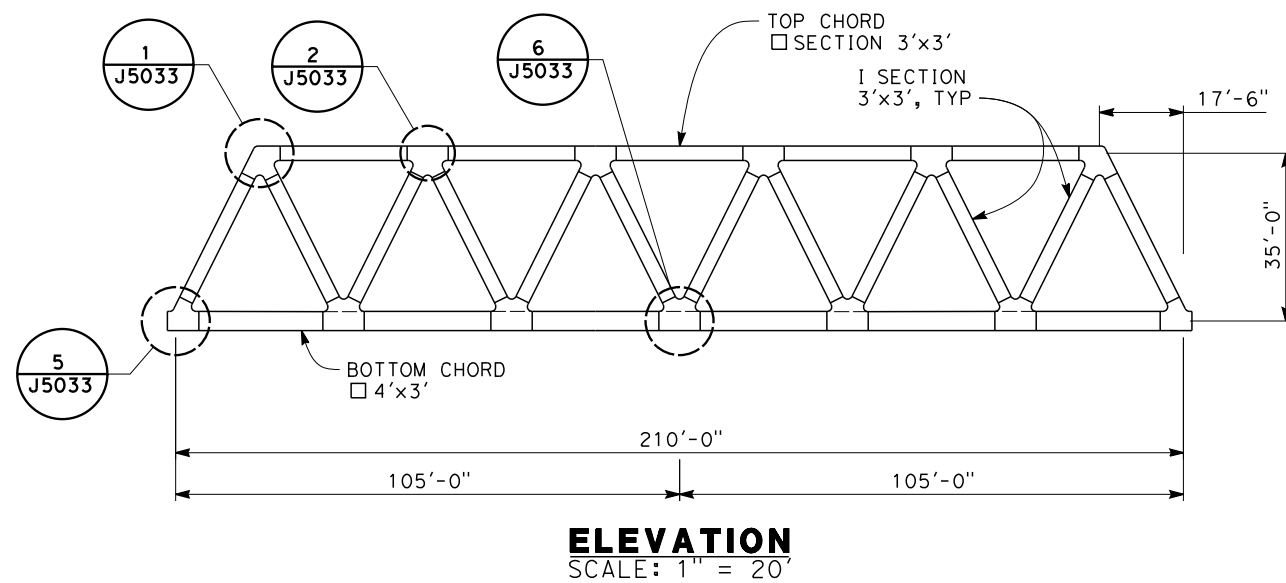
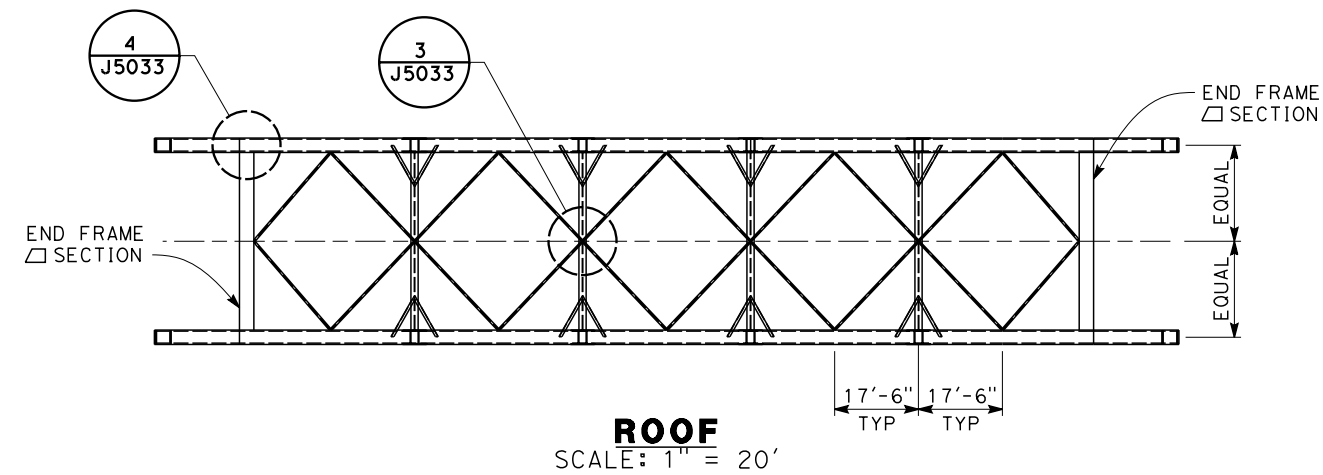
**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**

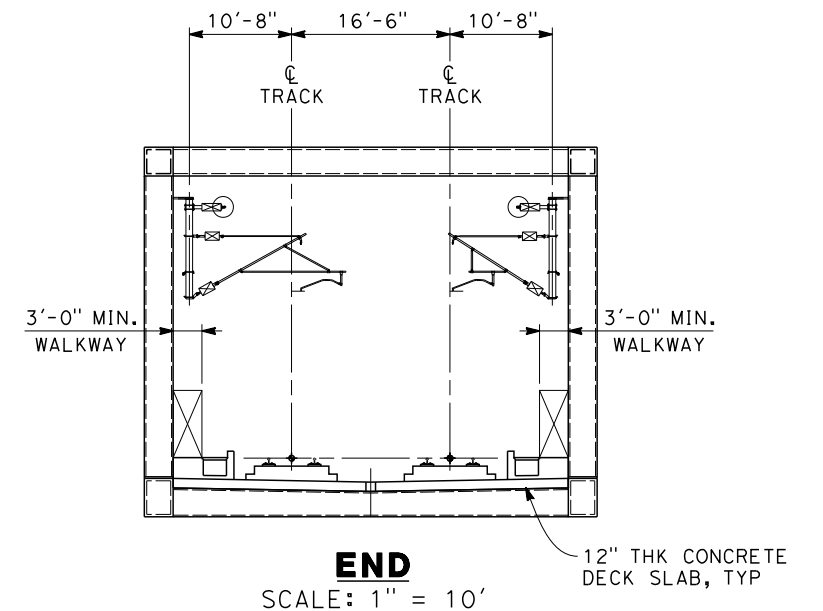
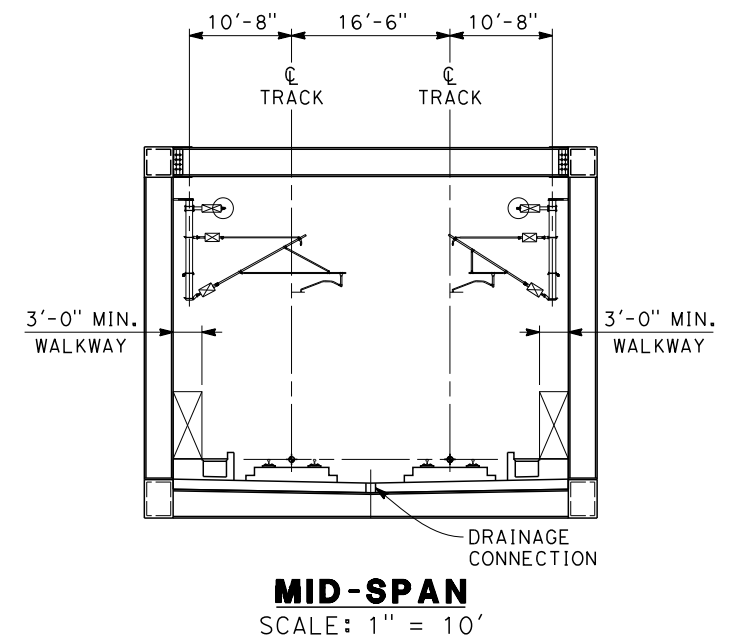
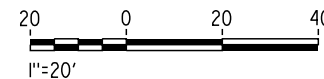


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**
RETAINED EMBANKMENT
TYPICAL RETAINING WALL

CONTRACT NO.
HSR 06-0003
DRAWING NO.
ST-J5010
SCALE
AS SHOWN
SHEET NO.



* 44'-3" MIN AT
H - KINGS RIVER VIADUCT
K4 - STATE ROUTE 43 UNDERPASS



\$FILE \$

\$PLTDRVS \$

\$SPENTBLS \$

\$TIME \$

\$DATE \$

\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LIU
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**

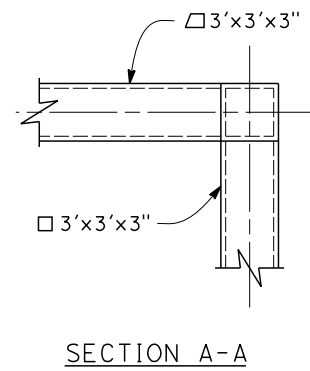
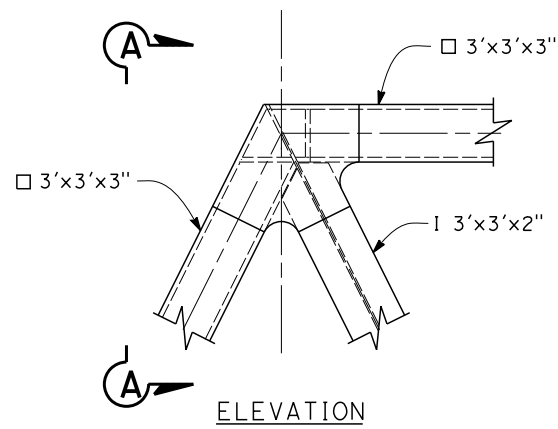


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

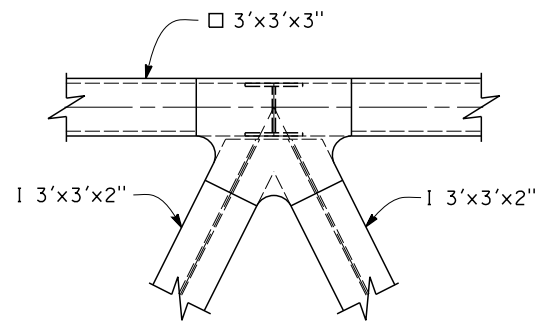
PACKAGE 2-3
210'-0" STEEL TRUSS
SECTIONS AND LAYOUT
GENERAL ARRANGEMENT

CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J5022
SCALE AS SHOWN
SHEET NO.

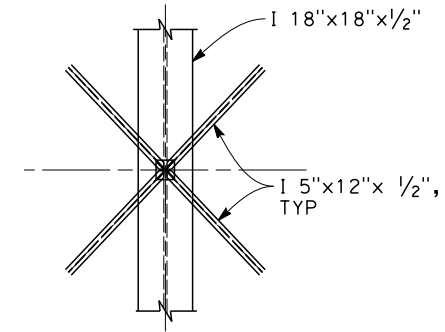
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\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$



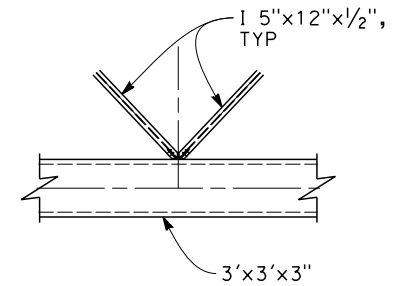
DETAIL 1
SCALE: 1" = 5'



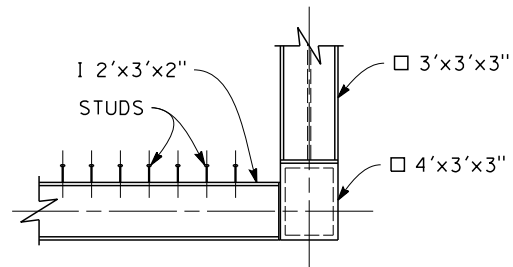
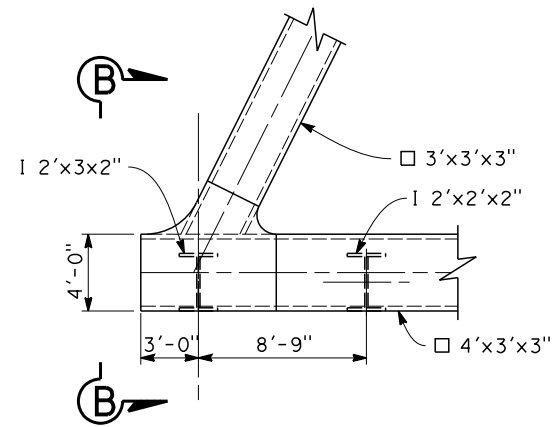
DETAIL 2
SCALE: 1" = 5'



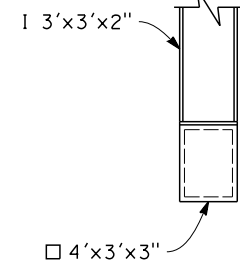
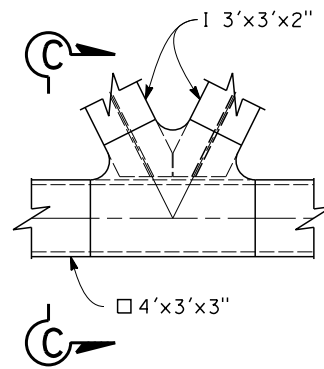
DETAIL 3
SCALE: 1" = 5'



DETAIL 4
SCALE: 1" = 5'



DETAIL 5
SCALE: 1" = 5'



DETAIL 6
SCALE: 1" = 5'

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LIU
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

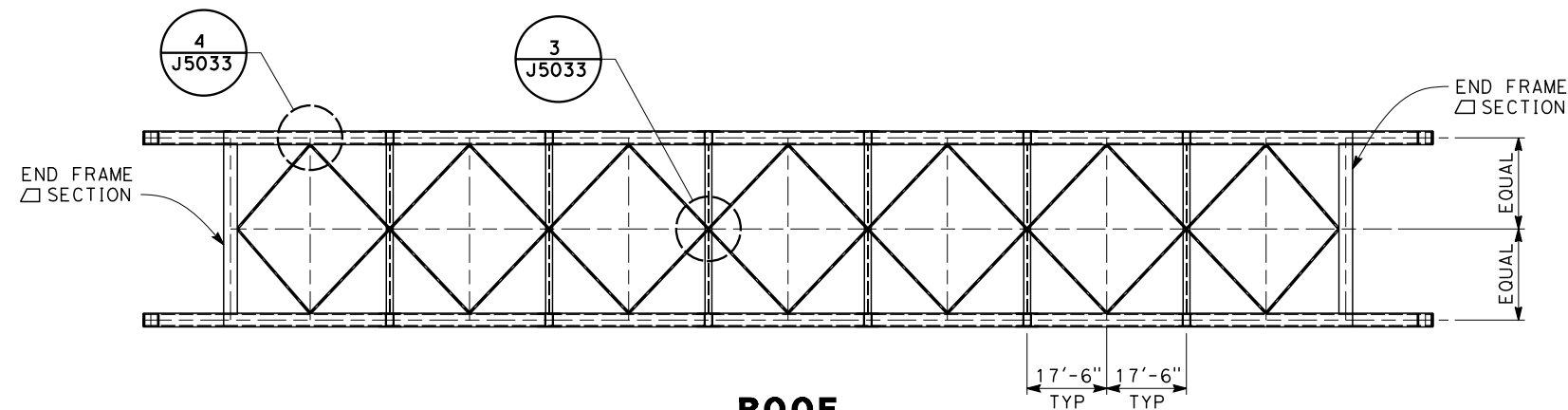
**NOT FOR
CONSTRUCTION**



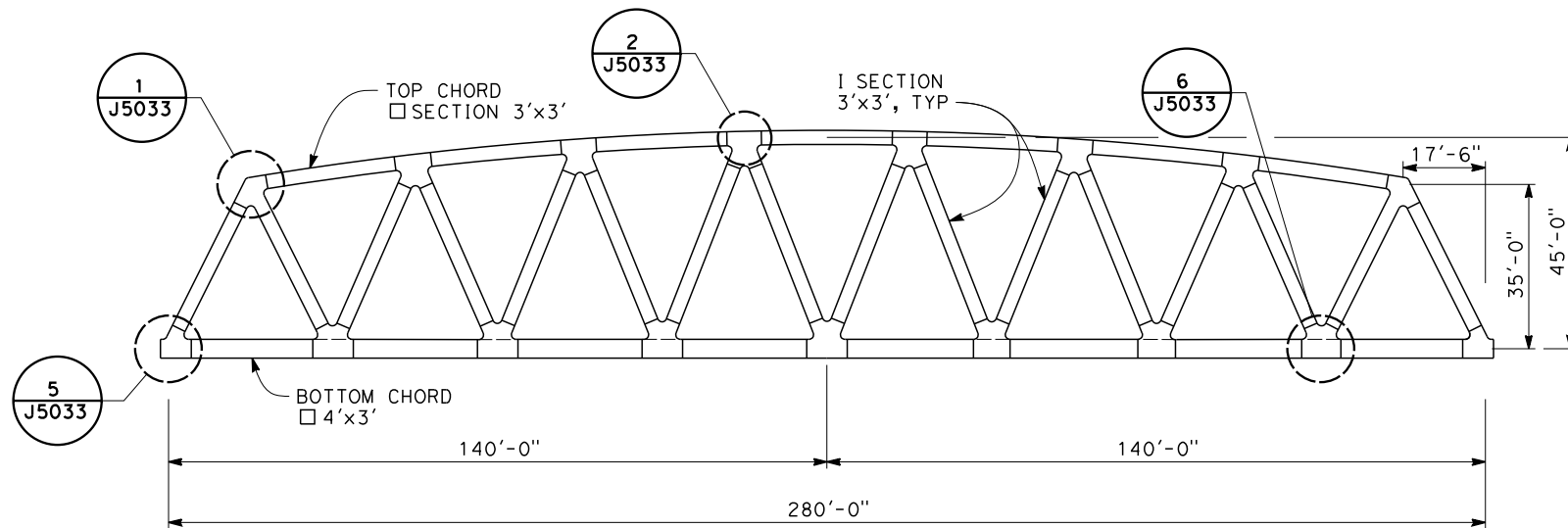
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

PACKAGE 2-3
210'-0" STEEL TRUSS
DETAILS

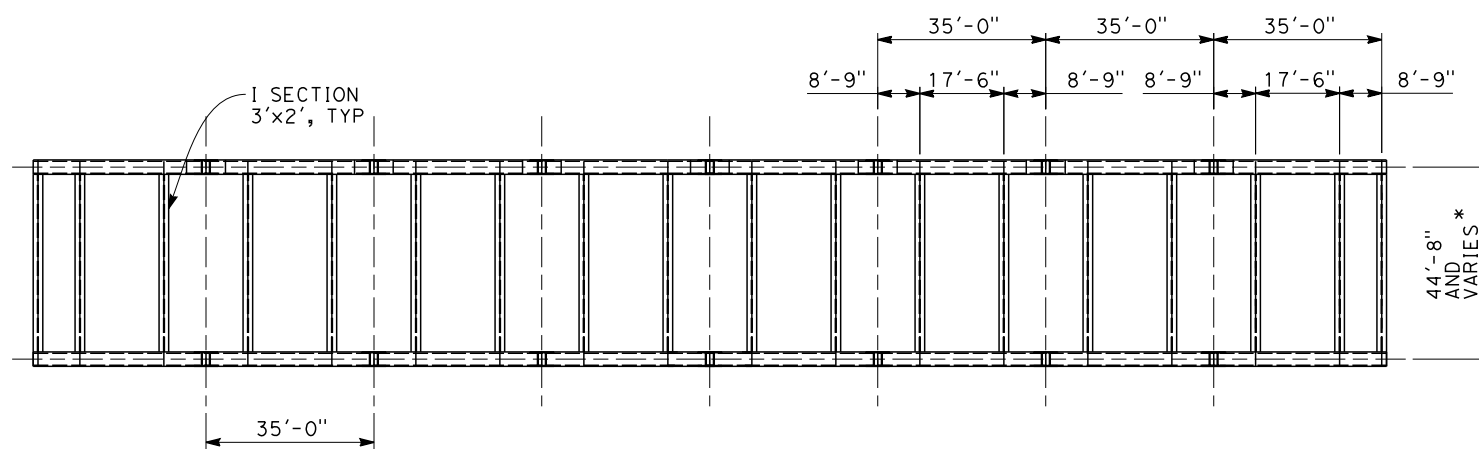
CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J5023
SCALE AS SHOWN
SHEET NO.



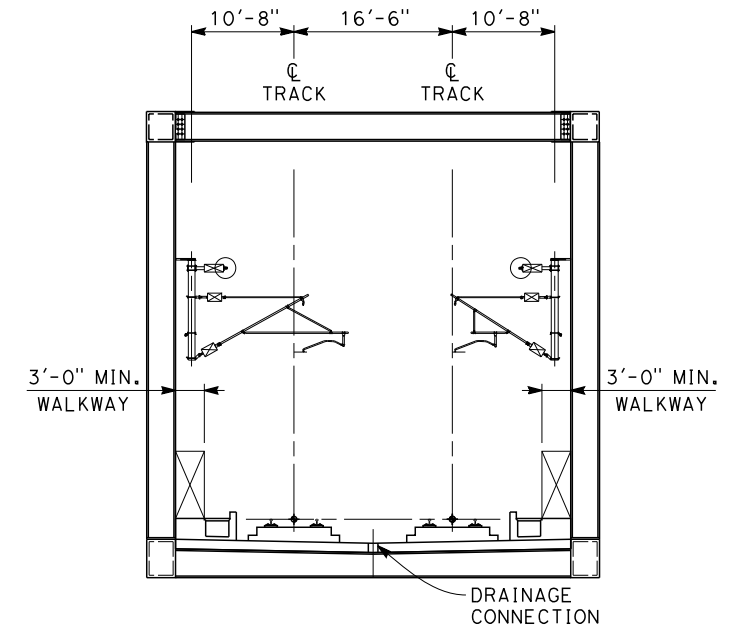
ROOF
SCALE: 1" = 20'



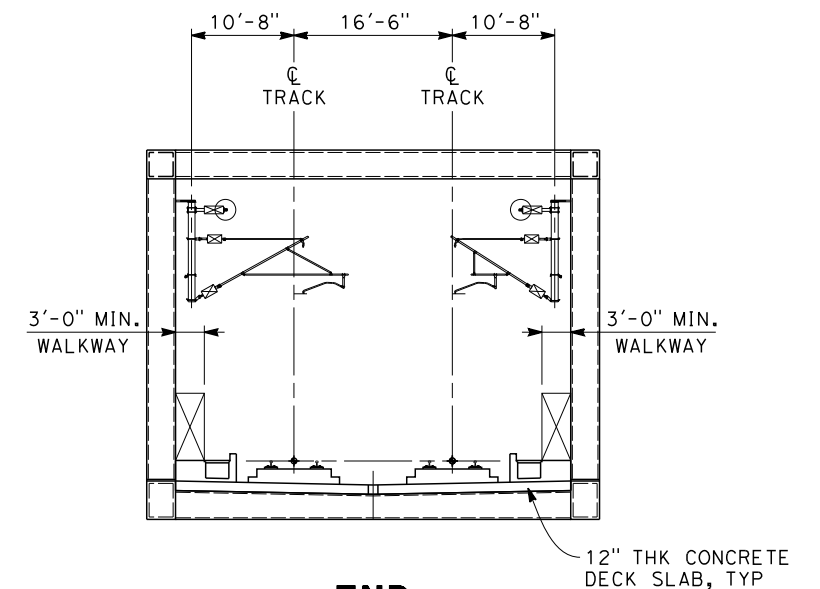
ELEVATION
SCALE: 1" = 20'



DECK
SCALE: 1" = 20'

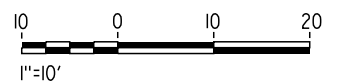
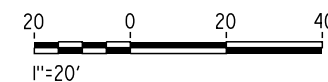


MID-SPAN
SCALE: 1" = 10'



END
SCALE: 1" = 10'

* 44'-6" MIN AT H - KINGS RIVER VIADUCT (AT LEVEE ROAD BRIDGE)
44'-3" MIN AT K4 - STATE ROUTE 43 UNDERPASS



\$FILE \$
\$PLTDRVS \$
\$PENTBLS \$
\$DATE \$
\$TIME \$
\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY Y. REN
DRAWN BY F. PALERMO
CHECKED BY O. LIU
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**

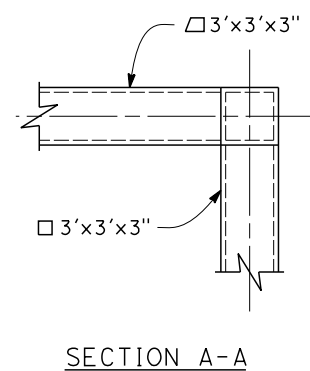
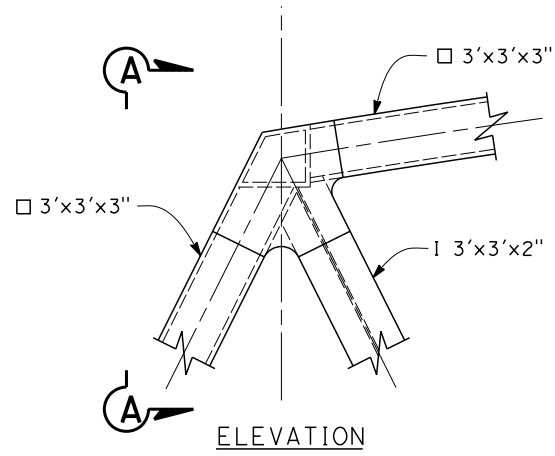


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

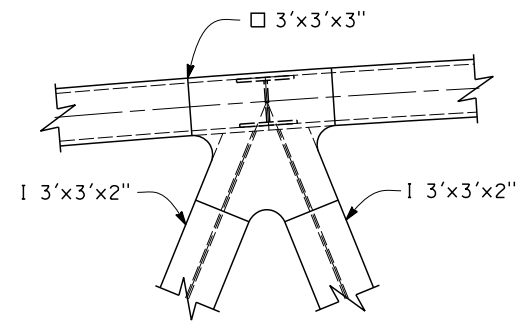
PACKAGE 2-3
280'-0" STEEL TRUSS
SECTIONS AND LAYOUT
GENERAL ARRANGEMENT

CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J5024
SCALE AS SHOWN
SHEET NO.

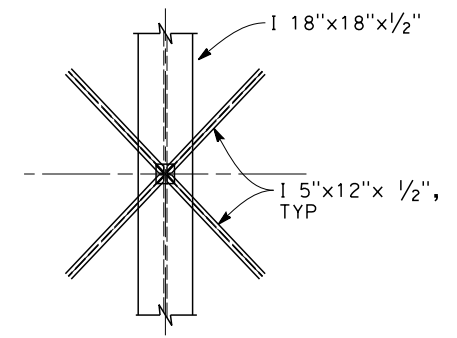
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\$TIME \$
\$DATE \$
\$USER \$



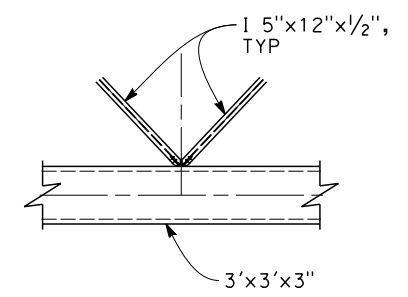
DETAIL 1
SCALE: 1" = 5'



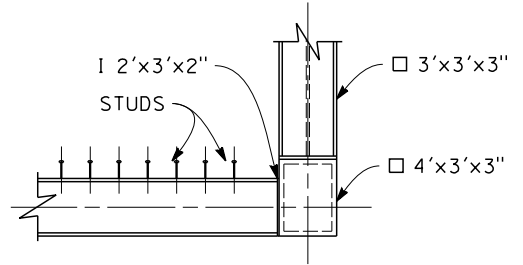
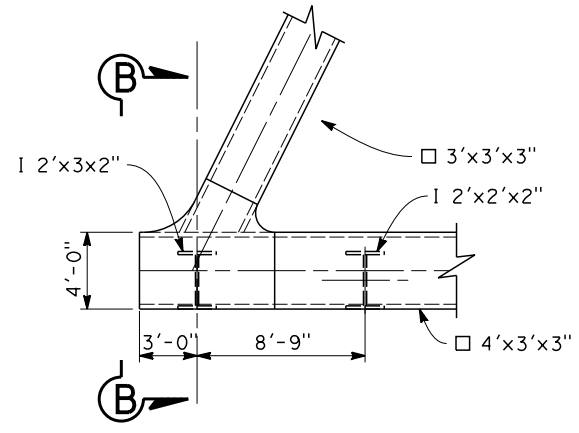
DETAIL 2
SCALE: 1" = 5'



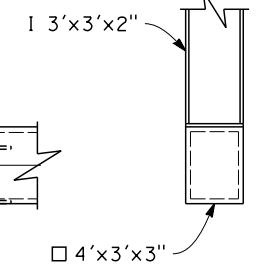
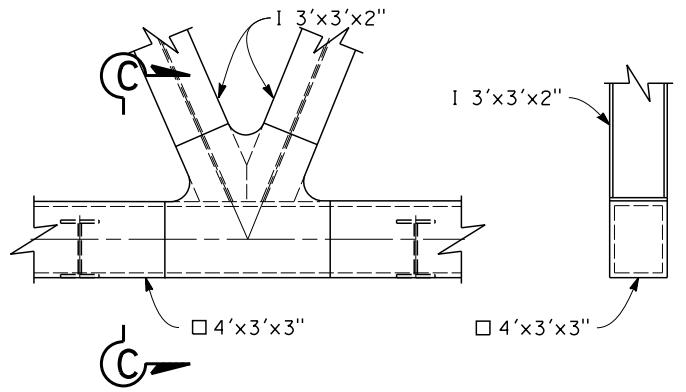
DETAIL 3
SCALE: 1" = 5'



DETAIL 4
SCALE: 1" = 5'



DETAIL 5
SCALE: 1" = 5'



DETAIL 6
SCALE: 1" = 5'

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
M. FISHER
DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN
DATE
05/30/14

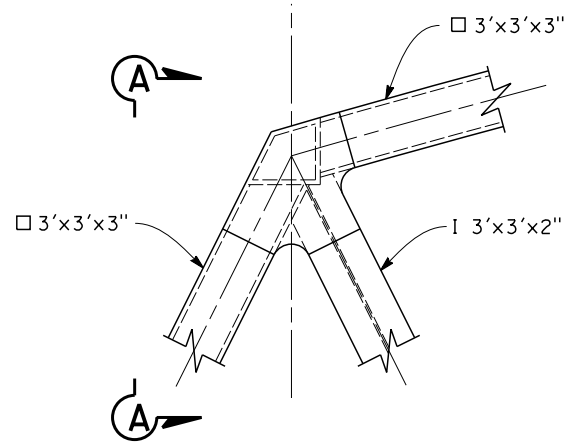
**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**

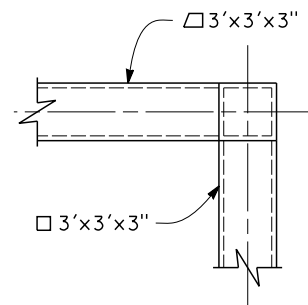


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**
PACKAGE 2-3
280'-0" STEEL TRUSS
DETAILS

CONTRACT NO.
HSR 06-0003
DRAWING NO.
ST-J5025
SCALE
AS SHOWN
SHEET NO.

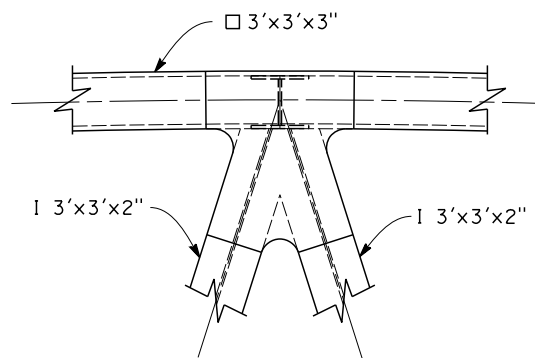


ELEVATION

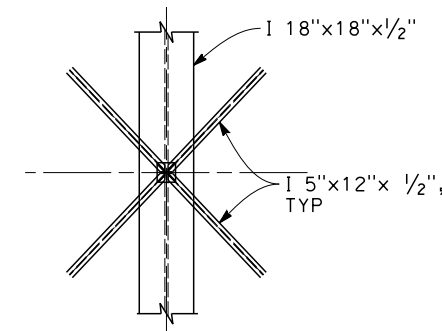


SECTION A-A

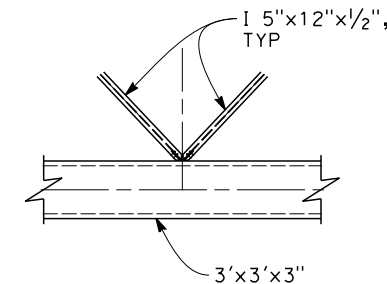
DETAIL 1
SCALE: 1" = 5'



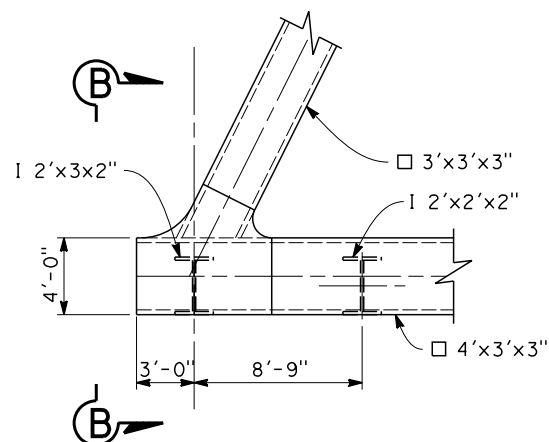
DETAIL 2
SCALE: 1" = 5'



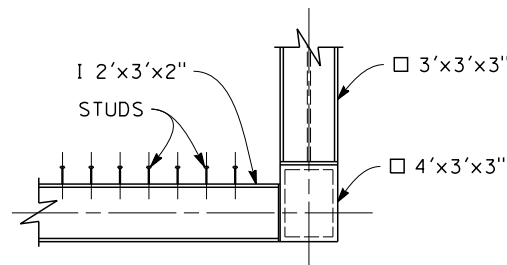
DETAIL 3
SCALE: 1" = 5'



DETAIL 4
SCALE: 1" = 5'

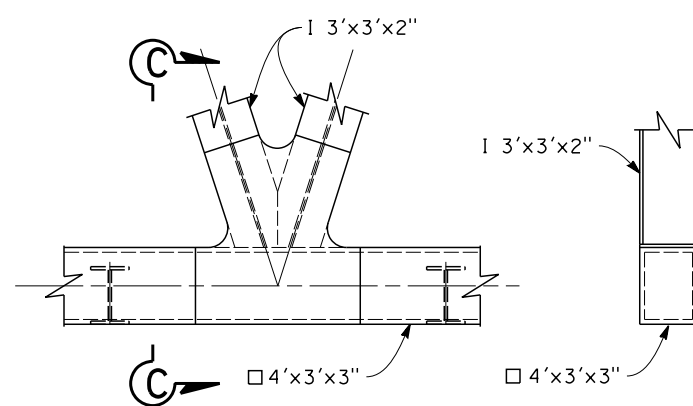


ELEVATION



SECTION B-B

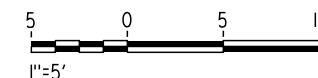
DETAIL 5
SCALE: 1" = 5'



ELEVATION

SECTION C-C

DETAIL 6
SCALE: 1" = 5'



\$FILE \$
\$PLTDRVS \$
\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

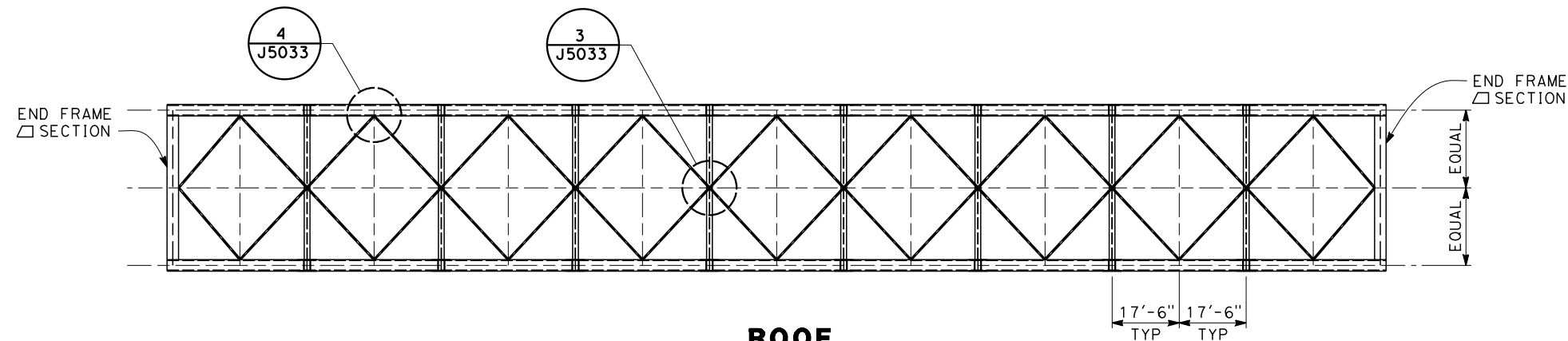
**NOT FOR
CONSTRUCTION**



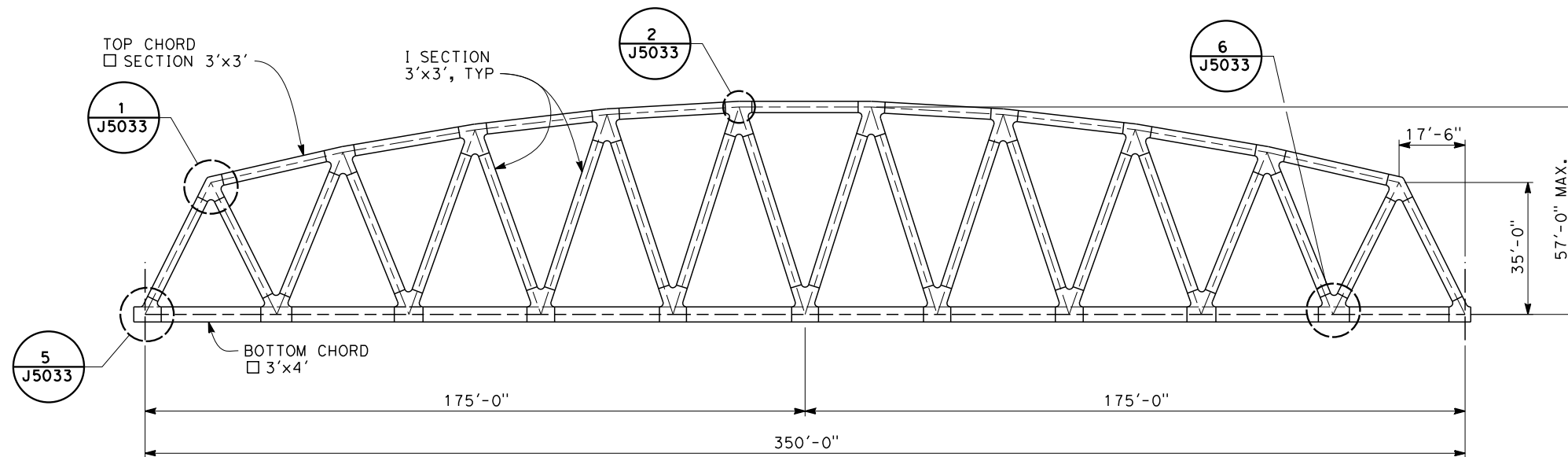
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

PACKAGE 2-3
315'-0" STEEL TRUSS
DETAILS

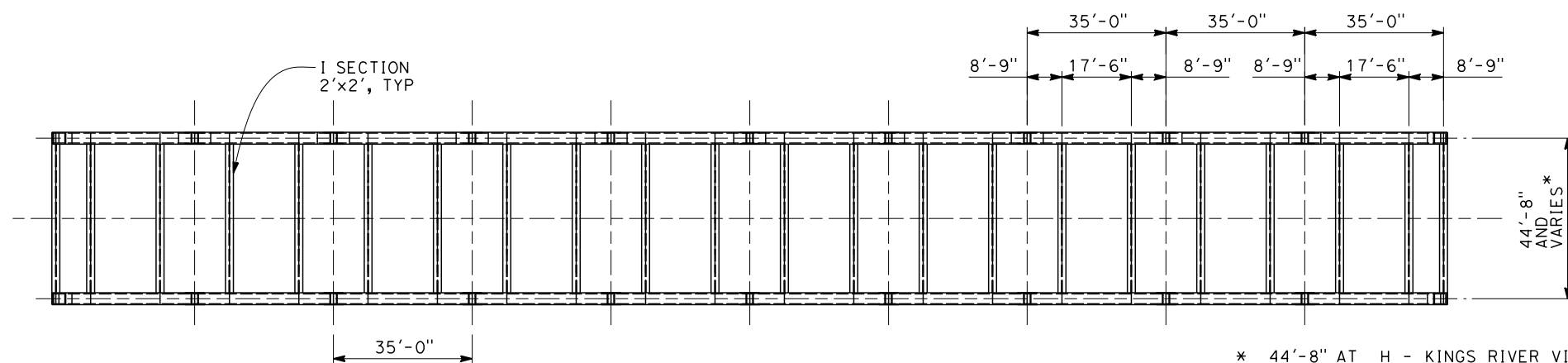
CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J5033
SCALE AS SHOWN
SHEET NO.



ROOF
SCALE: 1" = 20'

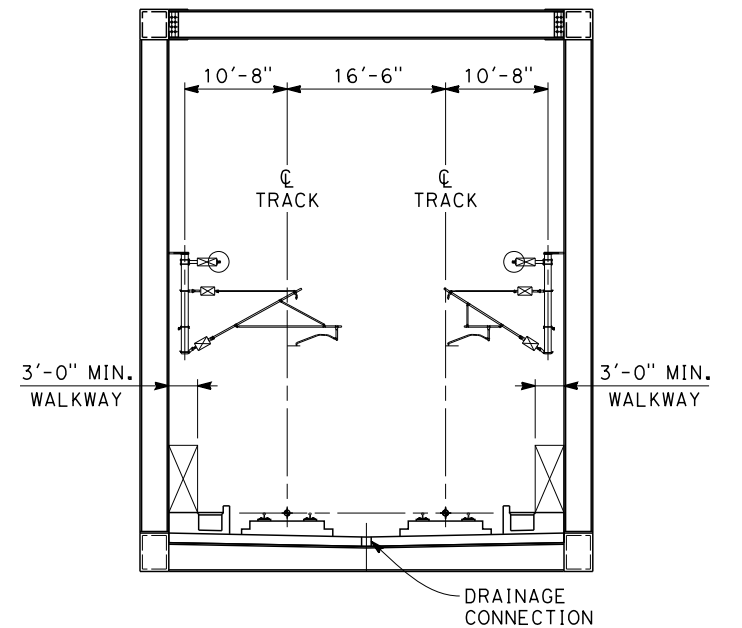
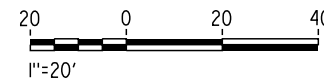


ELEVATION
SCALE: 1" = 20'

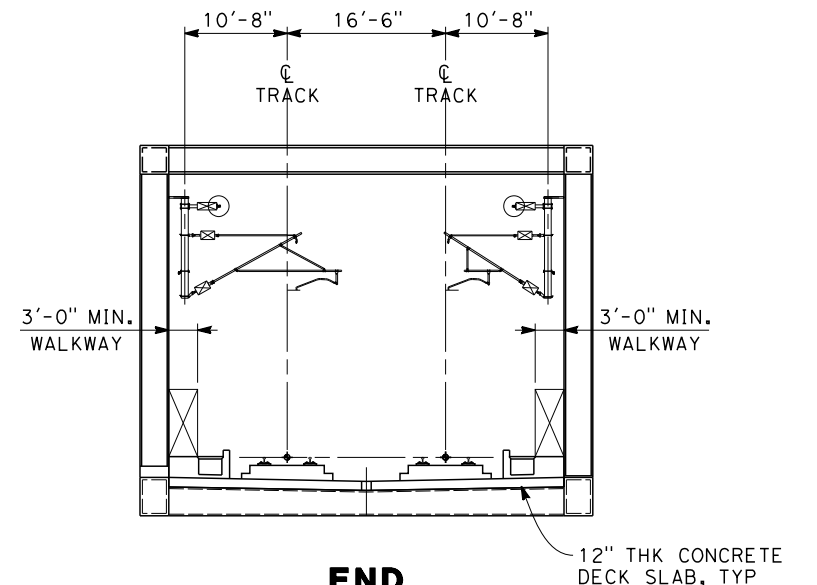


DECK
SCALE: 1" = 20'

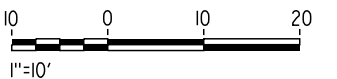
* 44'-8" AT H - KINGS RIVER VIADUCT (AT DUTCH JOHN BRIDGE)
44'-8" AT H - KINGS RIVER VIADUCT (AT COLE SLOUGH BRIDGE)



MID-SPAN
SCALE: 1" = 10'



END
SCALE: 1" = 10'



\$FILE \$
\$PLTDRVS \$
\$SPENTBLS \$
\$DATE \$
\$TIME \$
\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
M. FISHER
DRAWN BY
F. PALERMO
CHECKED BY
A. ARMSTRONG
IN CHARGE
R. COFFIN
DATE
05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

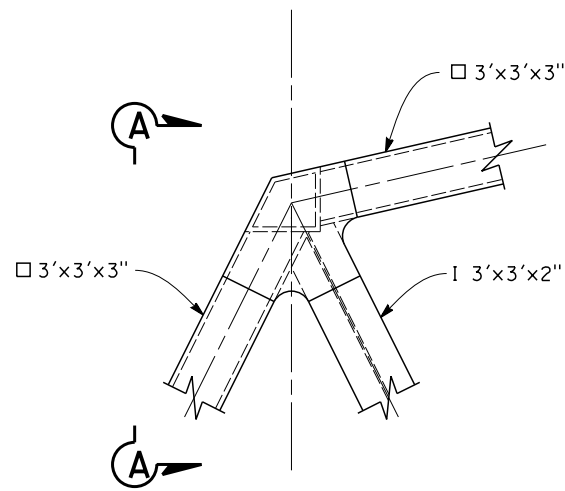
**NOT FOR
CONSTRUCTION**



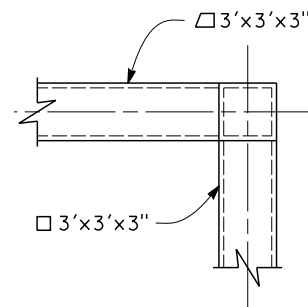
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

PACKAGE 2-3
350'-0" STEEL TRUSS
SECTIONS AND LAYOUT
GENERAL ARRANGEMENT

CONTRACT NO.
HSR 06-0003
DRAWING NO.
ST-J5034
SCALE
AS SHOWN
SHEET NO.

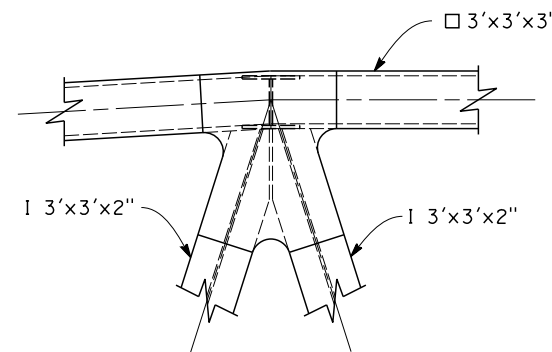


ELEVATION

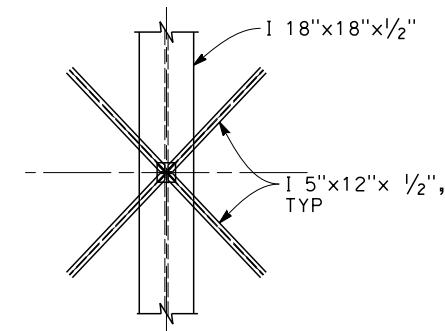


SECTION A-A

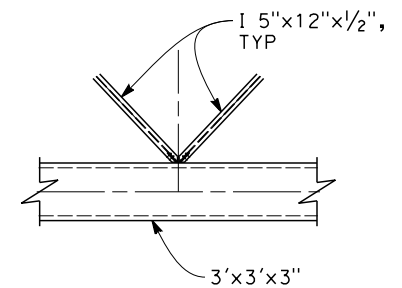
DETAIL 1
SCALE: 1" = 5'



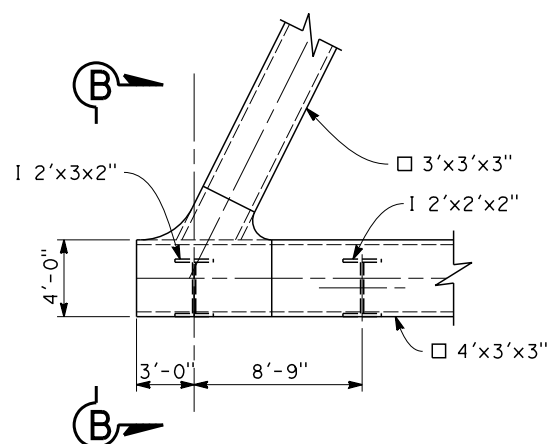
DETAIL 2
SCALE: 1" = 5'



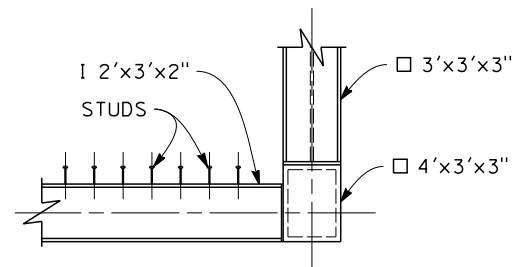
DETAIL 3
SCALE: 1" = 5'



DETAIL 4
SCALE: 1" = 5'

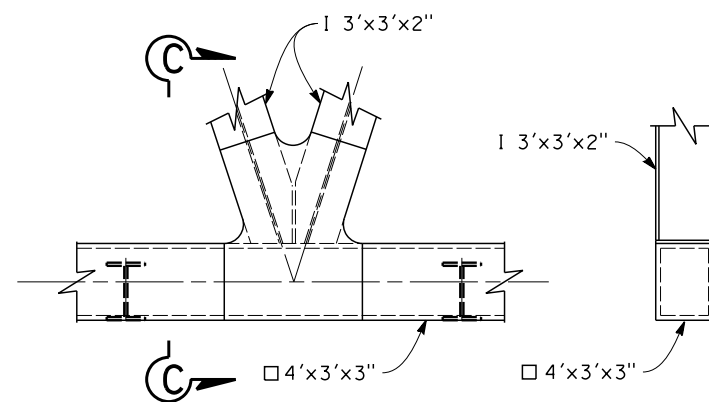


ELEVATION



SECTION B-B

DETAIL 5
SCALE: 1" = 5'



ELEVATION

SECTION C-C

DETAIL 6
SCALE: 1" = 5'



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY	M. FISHER
DRAWN BY	F. PALERMO
CHECKED BY	A. ARMSTRONG
IN CHARGE	R. COFFIN
DATE	05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



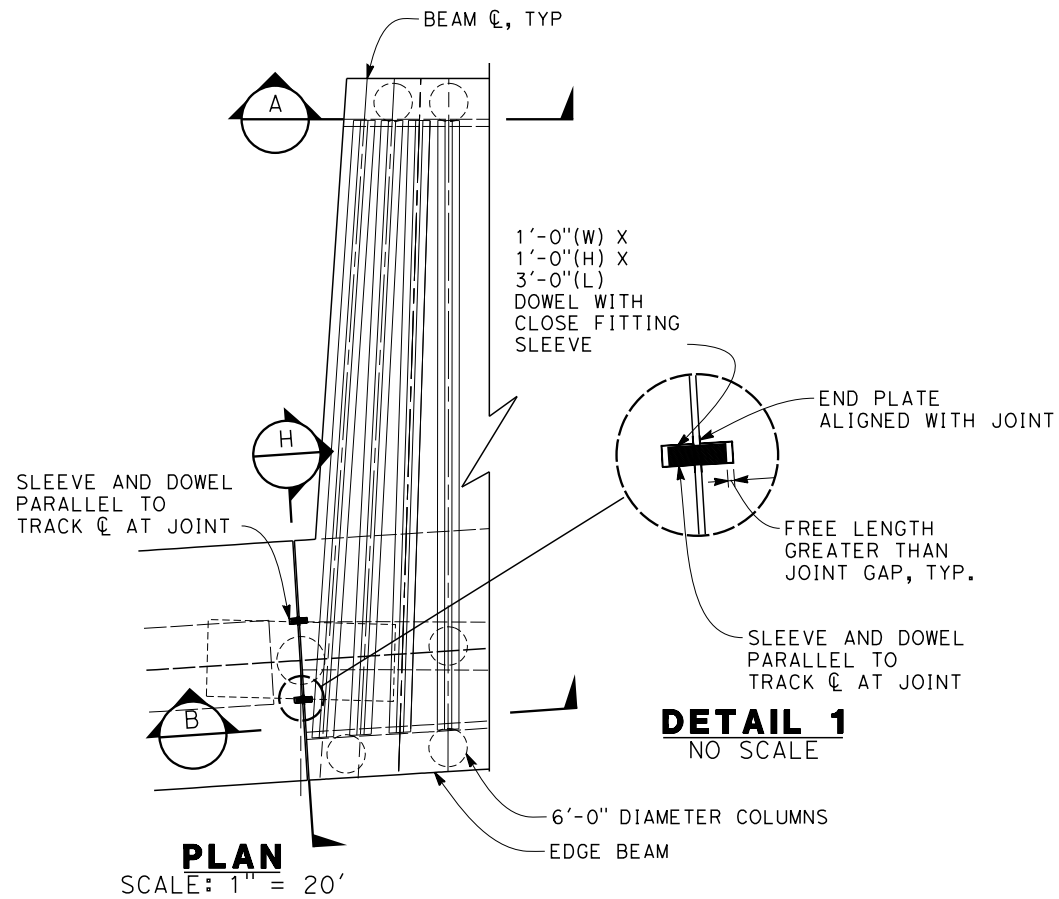
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

PACKAGE 2-3
350'-0" STEEL TRUSS
DETAILS

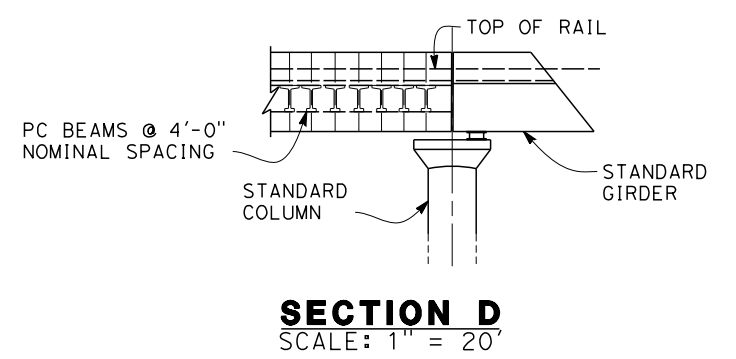
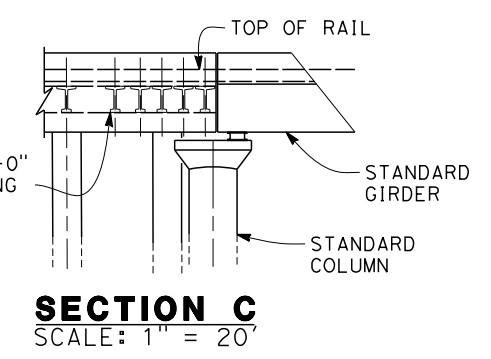
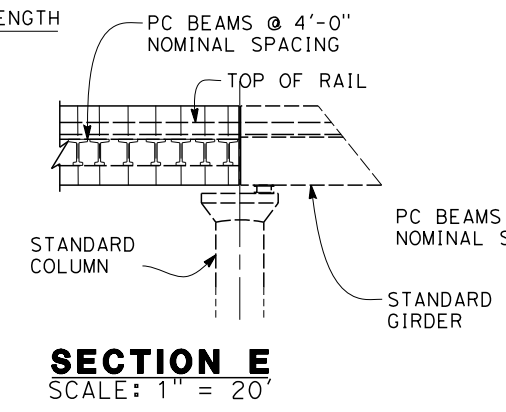
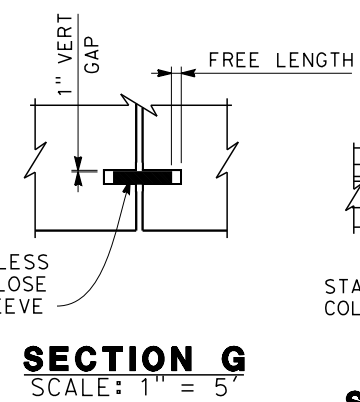
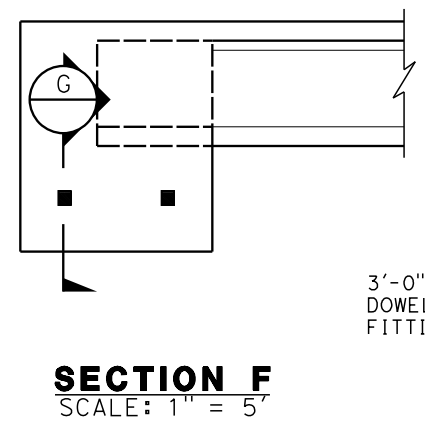
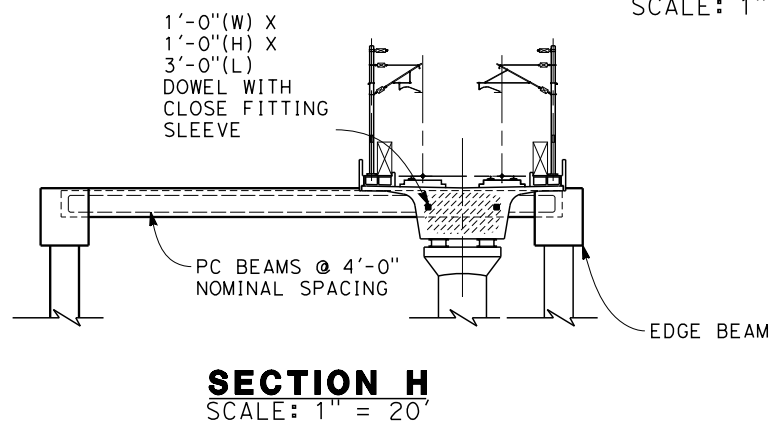
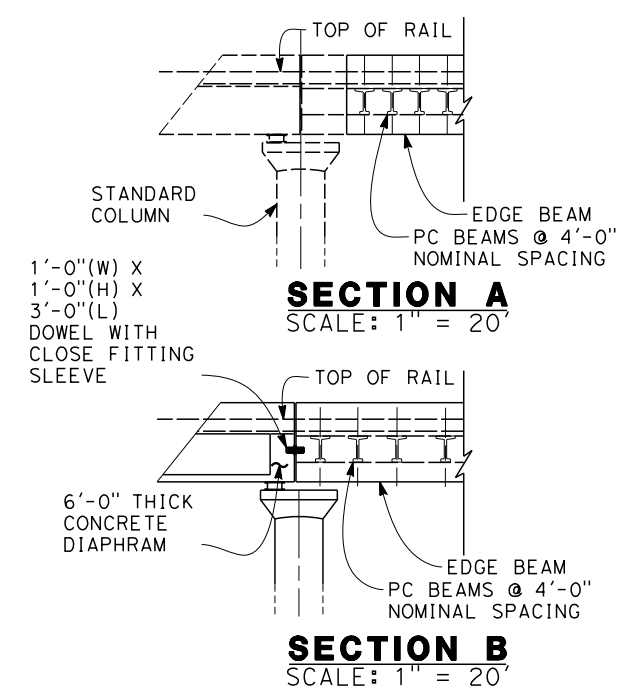
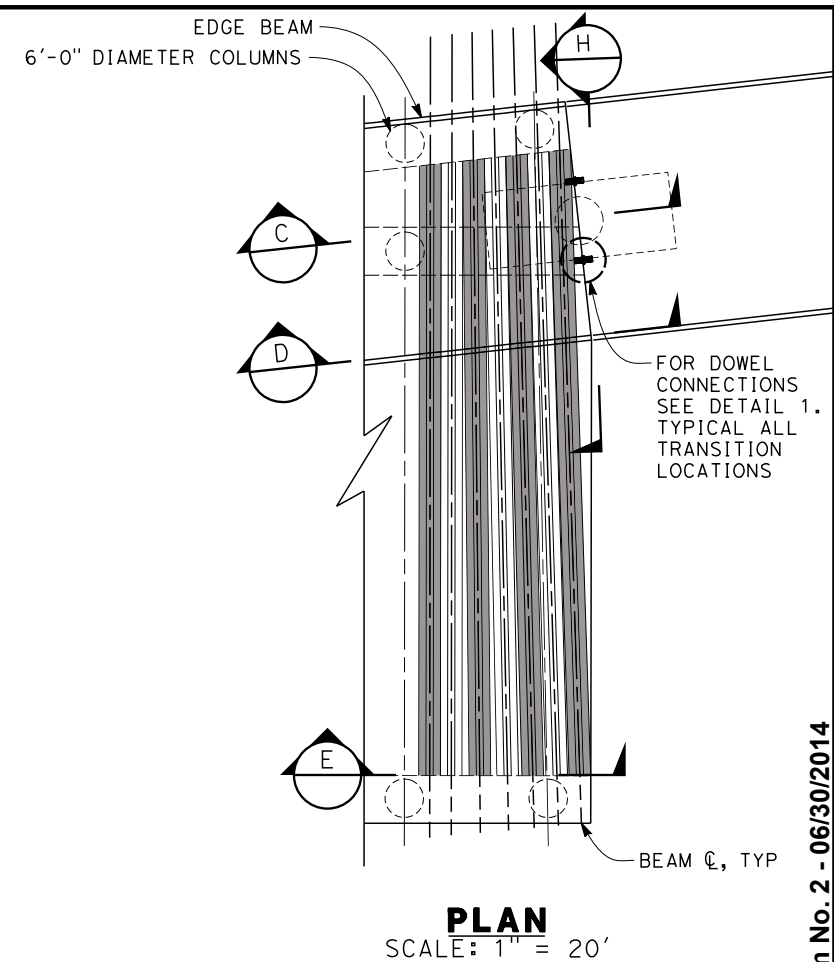
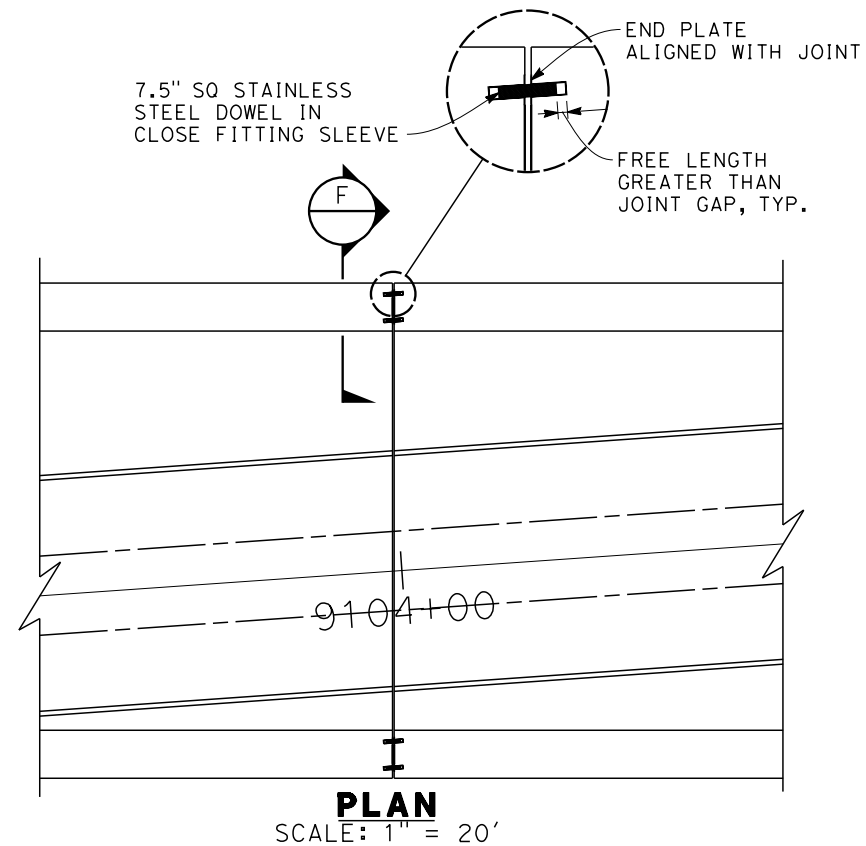
CONTRACT NO.	HSR 06-0003
DRAWING NO.	ST-J5035
SCALE	AS SHOWN
SHEET NO.	

\$FILE \$
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\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$

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\$PLTDRVS \$
\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$



DETAIL 1
NO SCALE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**

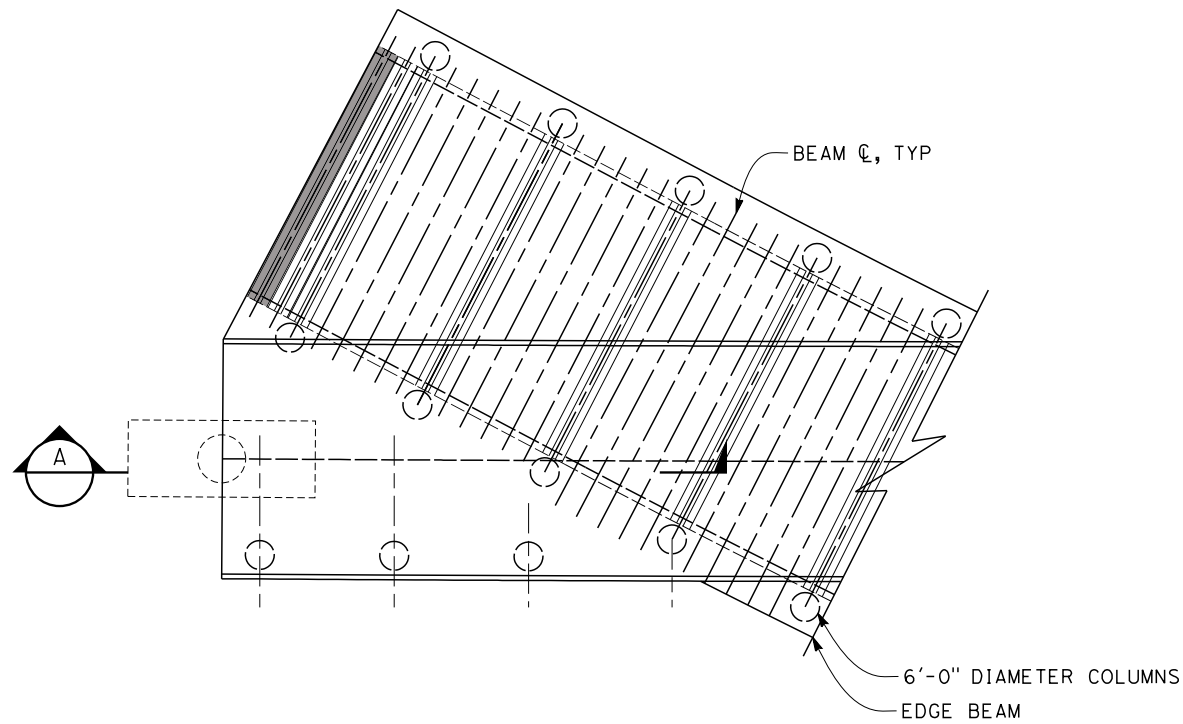


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

PACKAGE 2-3
ELEVATED SLAB STRUCTURE
SECTIONS AND LAYOUT
GENERAL ARRANGEMENT

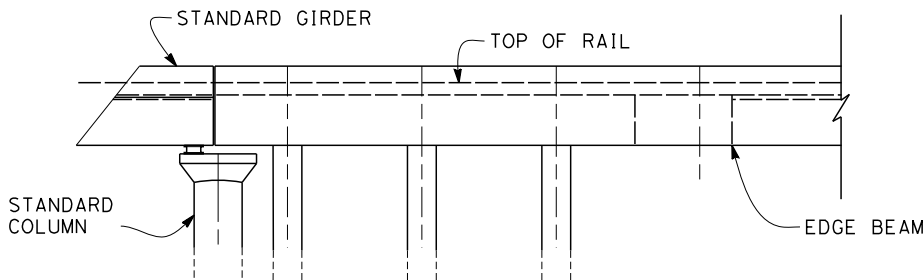
CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J5051
SCALE 1" = 20'
SHEET NO.

RFP No.: 13-57 – Addendum No. 2 - 06/30/2014

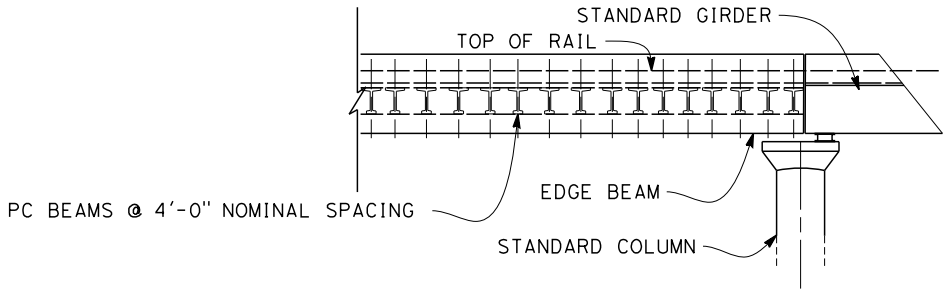


PLAN
SCALE: 1" = 20'

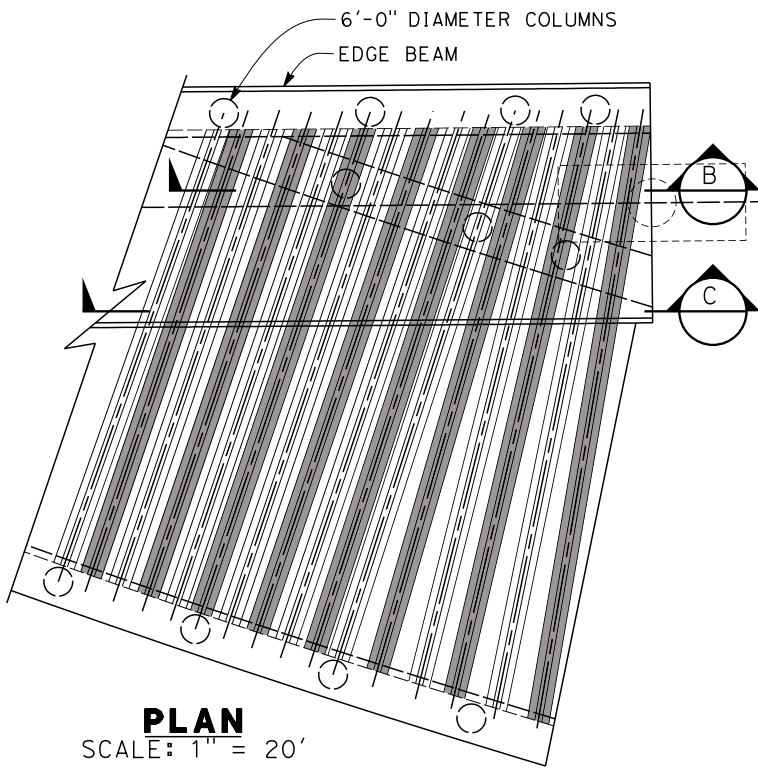
NOTE:
1. REFER TO DRAWING ST-J5051 FOR DOWEL LAYOUT AND DETAILS



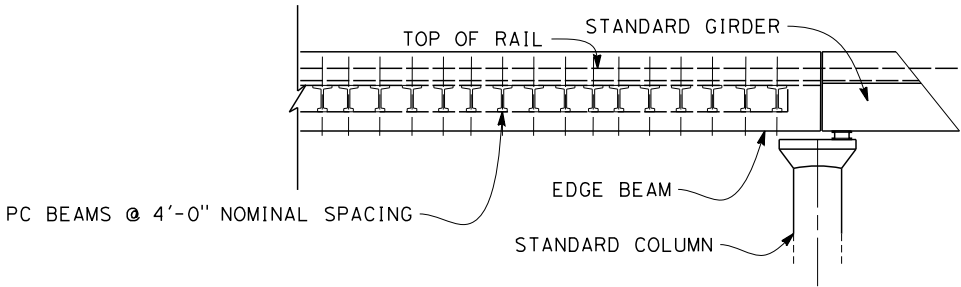
SECTION A
SCALE: 1" = 20'



SECTION B
SCALE: 1" = 20'



PLAN
SCALE: 1" = 20'



SECTION C
SCALE: 1" = 20'

\$FILE \$
\$PLTDRVS \$
\$PENTBLS \$
\$TIME \$
\$DATE \$
\$USER \$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. FISHER
DRAWN BY F. PALERMO
CHECKED BY A. ARMSTRONG
IN CHARGE R. COFFIN
DATE 05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**

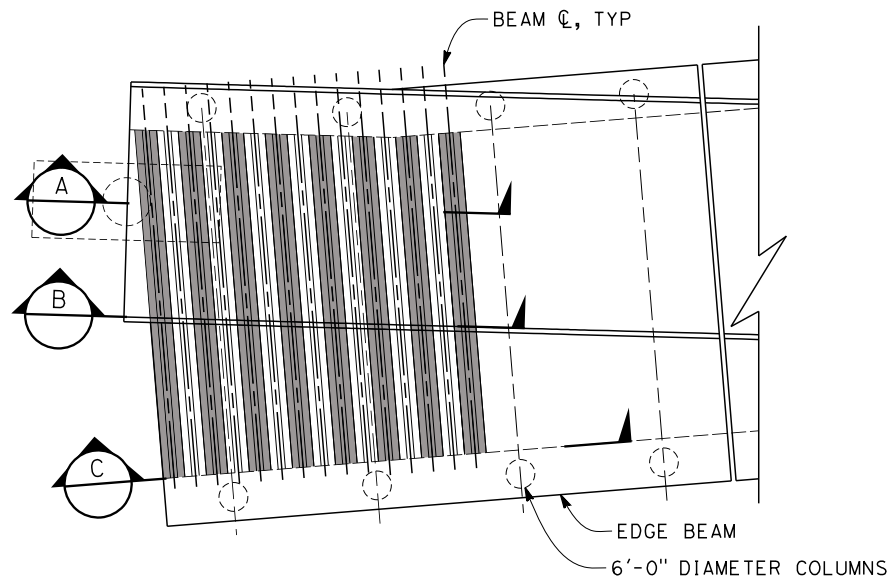


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

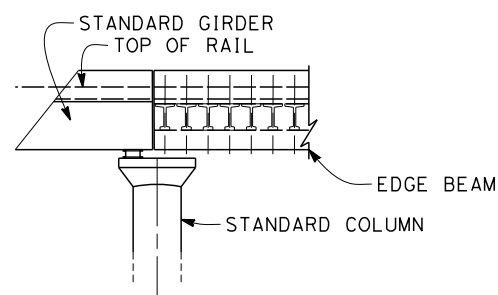
PACKAGE 2-3
ELEVATED SLAB STRUCTURE
TYPICAL SECTIONS AND LAYOUT
GENERAL ARRANGEMENT

CONTRACT NO. HSR 06-0003
DRAWING NO. ST-J5054
SCALE 1" = 20'
SHEET NO.

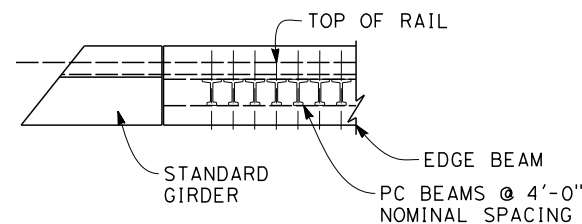
RFP No.: 13-57 – Addendum No. 2 - 06/30/2014



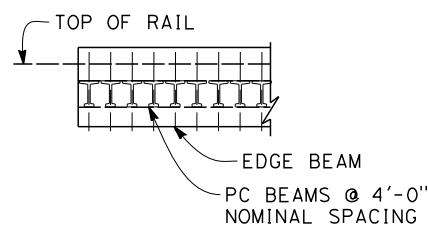
PLAN
SCALE: 1" = 20'



SECTION A
SCALE: 1" = 20'

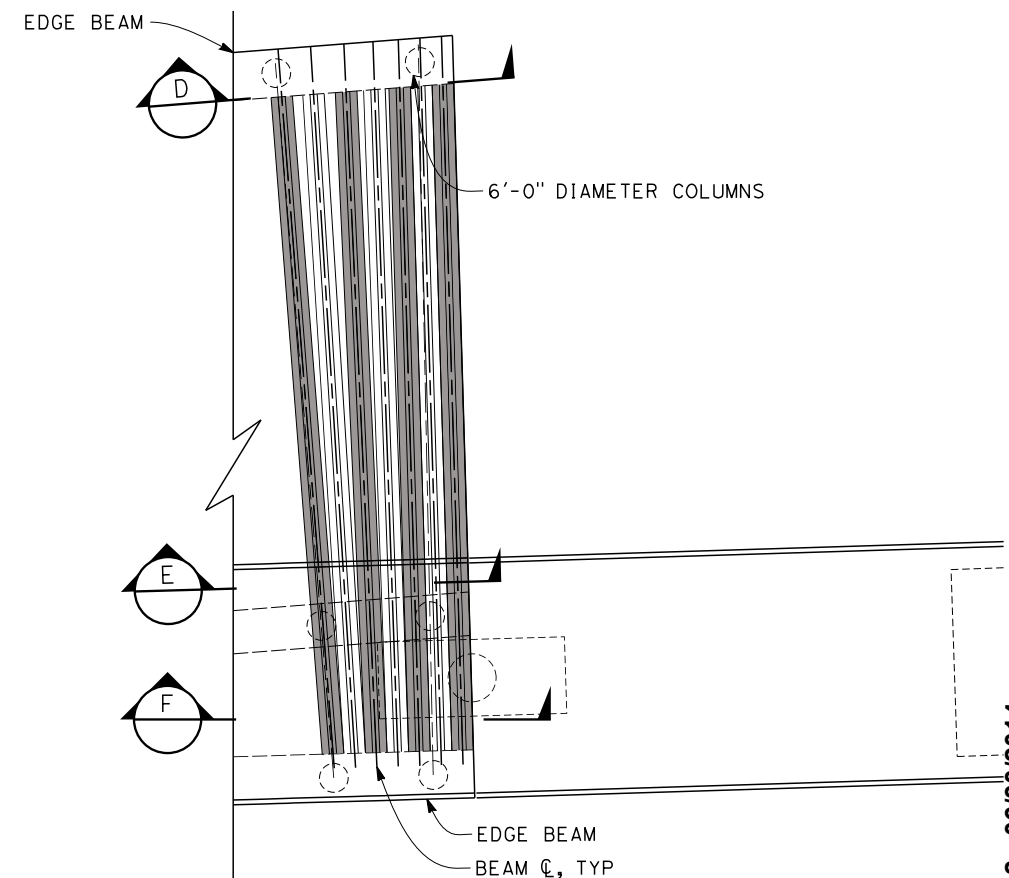


SECTION B
SCALE: 1" = 20'

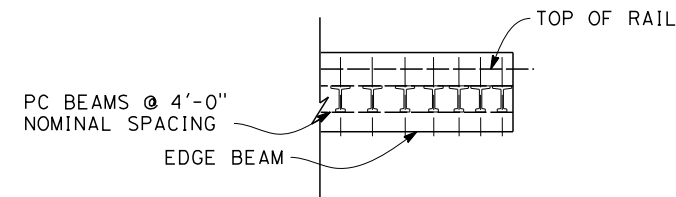


SECTION C
SCALE: 1" = 20'

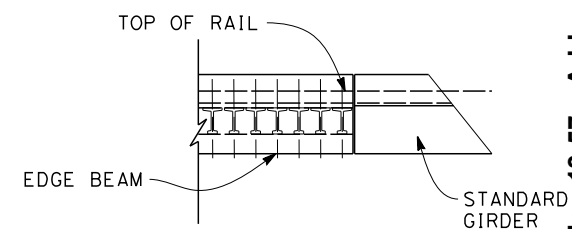
NOTE:
1. REFER TO DRAWING ST-J5051 FOR DOWEL LAYOUT AND DETAILS



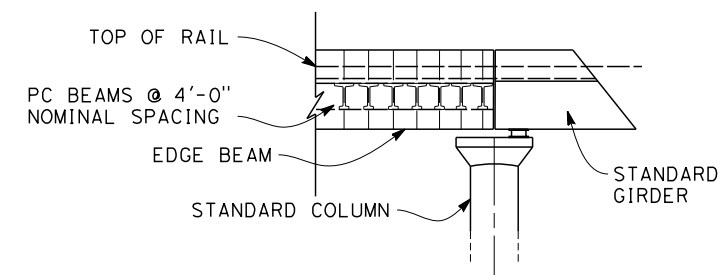
PLAN
SCALE: 1" = 20'



SECTION D
SCALE: 1" = 20'



SECTION E
SCALE: 1" = 20'



SECTION F
SCALE: 1" = 20'

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY	M. FISHER
DRAWN BY	F. PALERMO
CHECKED BY	A. ARMSTRONG
IN CHARGE	R. COFFIN
DATE	05/30/14

**PROPOSED
PRELIMINARY
DESIGN**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

PACKAGE 2-3
ELEVATED SLAB STRUCTURE
TYPICAL SECTIONS AND LAYOUT
GENERAL ARRANGEMENT

CONTRACT NO.	HSR 06-0003
DRAWING NO.	ST-J5058
SCALE	1" = 20'
SHEET NO.	